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Tuberculosis and Its Eradication

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TUBERCULOSIS is causing a greater annual loss to the live-stock industry of the United States than all other diseases combined. The records from the office of the United States Division of Meat Inspection show that during the fiscal year ending June 30, 1921, a total of 8,169,572 cattle were slaughtered under federal meat inspection. Of this number, 183,385, or 2.2 per cent, were retained for tuberculosis—by which is meant that the carcasses showed lesions on post-mortem examination, and were thus affected with the disease. A total of 33,328 cattle were condemned, and 8,372 were sterilized for tuberculosis, from which very little was received from the salvage.

Tremendous Loss from Disease

During the same period there were a total of 37,702,846 hogs slaughtered under federal inspection, of which number 4,693,305, or 12.5 per cent, were retained for tuberculosis. During that year there were a total of 64,830 hogs condemned as inedible, and 96,340 were sterilized for tuberculosis.

There were enough cattle and hogs consigned to the rendering-tanks for grease and fertilizer during the fiscal year 1921 to fill 2,600 stock cars—100 trainloads of 26 cars each. This would mean a virtual waste of 1,000 trainloads of feed that went into these condemned cattle and hogs.

In addition to this tremendous annual loss of meat, which loss must eventually be borne by producers and consumers, there were many thousand cattle that died on our farms from the ravages of tuberculosis. This disease is also widely prevalent in flocks of poultry and is causing a tremendous loss to the owners.

Measures for Combating Plague

In realization of the great increase in the prevalence of tuberculosis, particularly among hogs—from 2 per cent retained in 1908 to 9.1 per cent in 1916—the Chicago Live Stock Exchange organized that year a sanitary committee for the purpose of combating this menace to the live-stock industry. The assistance of the Stock-Yards Company and of all the packers was obtained in raising a fund for the employment of a live-stock commissioner, who has been devoting his entire time to the organization of a nation-wide campaign. The great danger in permitting this disease to continue unabated has been pointed out through the publication of articles on this subject, and the matter was brought to the attention of Congress through the co-operation of breeders' associations in various parts of the country. A law was passed in 1917, which provided an appropriation of $500,000 for the use of the Bureau of Animal Industry in the tuberculin-testing of herds and payment of indemnity to farmers on reactors slaughtered. This appropriation was made conditional upon state co-operation, and no state can receive the benefit of any portion of this fund without making available through legislative action at least an equal sum. The federal appropriation has been increased from year to year, until we now have an appropriation of $2,878,800 provided by Congress, and over $4,000,000 provided by the various state legislatures, for work in tuberculosis eradication during the fiscal year ending June 30, 1923.

During the past year nearly 500 trained veterinarians have been engaged in tuberculin-testing of breeding and dairy cattle under what is known as

the accredited-herd plan. Under this plan the farmer makes application to have his herd placed under the supervision of the federal and state authorities for the tuberculin test, the slaughter of reactors, and the disinfection of the stables where the tuberculous cattle were kept. Except in a few cases, tuberculosis cannot be discovered by the outward appearance of the animal. The disease can, however, be detected by injecting tuberculin under the skin, which causes an elevation of temperature; or between the layers of the skin, which causes a swelling to form at the point of injection. The first-named test is called the subcutaneous or temperature test, while the last-named is called the intradermic or tail test, as the tuberculin in the latter case is injected into the skin on the under side of the tail near the base.

Nation-Wide Eradication Campaign

During the month of June, 1922, there were a total of 24,528 herds of cattle tuberculin-tested by the federal and state sanitary officials. These herds represented a total of 250,886 cattle, of which number 8,810, or 3.5 per cent, reacted to the test and were, therefore, affected with tuberculosis. There were on July 1, 1922, a total of 212,182 herds of breeding cattle under supervision for the annual tuberculin test in the United States. A number of these herds have been tuberculin-tested several times and the reactors slaughtered. On that date there were a total of 161,533 herds that had passed at least one clean test, and 16,216 herds that were fully accredited. A tuberculosis-free accredited herd is one that has passed at least two clean tests a year apart. In addition to these herds under federal and state supervision, a very large number have been tested by private practitioners.

This nation-wide campaign, participated in by the various live-stock exchanges, breeders' associations, and federal and state sanitary officials, has already given results, as indicated by a decline in the percentage of cattle retained for tuberculosis at the various points where federal inspection is maintained. Those statistics show that of all the cattle killed under federal inspection in the United States during the fiscal year 1916, 2.6 per cent were retained for tuberculosis, as against only 1.9 per cent retained for this disease during the fiscal year ending June 30, 1921.

The increase in the prevalence of tuberculosis in hogs has not yet been checked, and probably will not be until a larger number of cattle have been freed from this infection. It is said that 95 per cent of the tuberculosis in hogs comes from cattle, either through infected milk or droppings, or from the carcasses of cattle that die on farms from tuberculosis.

County Clean-up Plan

Up to within a year ago the work of testing cattle was confined to a large extent to pure-bred herds, because these cattle are sent from farm to farm throughout the country for breeding purposes, creating new centers of infection when diseased. An effort is now being made to test all herds in counties that will co-operate with the federal and state authorities by raising funds for this purpose. The county farm-bureau organizations are taking an active interest in this project, and approximately forty counties in the United States have already subscribed funds for the employment of a qualified veterinarian, who will devote his time to the testing of all breeding and dairy cattle within the county, under the supervision of the state and federal officials. The federal government pays one-third of the loss on the reactors slaughtered, and the state one-third. The federal government does not pay to exceed $25 on any grade, or $50 on any pure-bred, animal. These limitations are also made by the majority of the states. In Missouri the state bears one-sixth of the loss and the county one-sixth.

As one veterinarian can apply the tuberculin test to all breeding and dairy cattle in the average county in the course of one year, if the work is properly organized, it is apparent that, with the county co-operation as suggested, it can be made a clean area in approximately three years. It is of the greatest importance, therefore, to have larger federal and state appropriations for the payment of indemnity, and many more counties co-operating for the employment of veterinarians, so that whole districts may be made practically free from tuberculosis, and eventually the entire country. This can be done in a comparatively few years with the full co-operation of all interests identified with the live-stock industry. It is very largely a matter of education, and the sooner this matter can be put before the public to get action along the line suggested, the greater the saving of this great waste caused by the ravages of the tubercle bacilli.

Sanitary Commissioners at Markets

In order that the producers may be fully informed on the tuberculosis situation and the losses sustained, which are eventually borne largely by them, a sanitary committee has been organized at each of the important markets, and funds have been subscribed by the various interests to defray the salary and expenses of a live-stock commissioner, who devotes his entire time to the dissemination of such information through the medium of agricultural journals and farmers' meetings held in various parts of the country. Much time is spent by these men in visiting counties for the purpose of interesting farm bureaus and live-stock associations in organizing a county-wide campaign whereby all of the breeding and dairy cattle within the county can be tested. A large number of county boards have made appropriations ranging from $1,200 to as high as $15,000, which latter amount has recently been appropriated by the Board of Supervisors of Huron County, Michigan. This fund is used for the hiring of one or more qualified veterinarians,

working under the jurisdiction of the state and federal governments, for the purpose of applying the tuberculin test to all herds of breeding and dairy cattle within the county. The cost of the test is generally estimated to be approximately 25 cents per head, which is paid out of county funds, whereas the indemnity on reactors is paid out of federal and state funds, though in three states the county also participates in this payment.

These commissioners also give considerable attention to the tracing of diseased shipments of cattle and hogs back to the country, so that the herds from which they came can be tuberculin-tested and the premises made free from this disease. The markets now participating in this work are as follows: Chicago, St. Paul, Sioux City, Omaha, St. Louis, Kansas City, and St. Joseph. Plans are also being made to inaugurate this work at Milwaukee and Buffalo in the near future. It is predicted that several other markets will join in this enterprise, for the purpose of aiding in every way possible the federal and state authorities in eradicating tuberculosis. All this educational work at the various markets is co-ordinated

TUBERCULAR JERSEY COW

Cow reacted to tuberculin test, but tag was removed and she was sold. Five children in purchaser's family developed glandular tuberculosis from drinking her milk. A pig and four cats which received her milk likewise contracted tuberculosis.

through the National Live Stock Exchange—an association of all the important exchanges in the United States.

Bonus on Disease-Free Shipments

At the last annual convention of the National Live Stock Exchange, held in Kansas City, Missouri, May 18-20, resolutions were unanimously passed recommending that all packers and other buyers of hogs pay a bonus of 10 cents per 100 pounds live weight for hogs bred and fed in counties certified by the fed-

LUNGS OF JERSEY COW SHOWING TUBERCULOUS LESIONS

eral government and the state co-operating as being free from tuberculosis. The losses on pork carcasses condemned as inedible, and on heads and other parts condemned in the case of hogs retained for tuberculosis, but not wholly condemned, charged against all hogs slaughtered under federal inspection in the United States during the year 1921, amount to nearly 10 cents per 100 pounds live weight. At a meeting recently held in Chicago, attended by representatives of all the large packers and a large number of the smaller concerns, this matter was presented to them for consideration. It was admitted that they could afford to pay this bonus of 10 cents per 100 pounds live weight on hogs free from tuberculosis, and they complied with the recommendations. Under this plan, such hogs sell on the open market for what they will bring. After the sale is consummated, the owner or his commission firm presents a certificate from some county or state official, stipulating that the hogs

come from a certified tuberculosis-free county, and an additional 10 cents per 100 pounds is added to the price agreed upon. In view of the fact that a large number of counties have made appropriations for tuberculosis-eradication campaigns, it would seem fair that this work should be properly recognized in this manner. It is already serving as an excellent stimulus in this county-area work, which offers such great possibilities in the eradication of tuberculosis.

It is assumed that when the disease is eliminated from the herds of breeding and dairy cattle it will automatically disappear to a large extent from swine. To what extent tuberculosis in poultry is responsible for tuberculosis in swine is not yet determined. Avian tuberculosis is transmissible to swine, and in certain districts where the disease is very prevalent in poultry it may be found necessary to cull out the chickens that show symptoms of this disease. Unlike cattle and hogs, in which tuberculosis does not manifest itself in many instances by outward symptoms, it can be detected in poultry by emaciation, lameness, and lack of color in the comb. If present in a flock, a large number are likely to die on the premises, and these are sometimes eaten by the hogs, which may cause the infection in some instances. However, the highest percentage of tuberculosis in hogs is found in dairy sections, and milk is the most common source.

South and West Relatively Free

There is not a state in the Union which does not have its tuberculosis problem, though the percentage of infection is much less in southern states and the so-called range territory. Because of the prevalence of Texas fever, it has not been a safe practice until recent years to send into the southern states valuable pure-bred cattle unless first immunized against this fever. As tuberculosis in the United States came largely through importations from foreign countries during earlier years, before strict regulations were in force, northern states have received more of these infected cattle. The conditions are less favorable for the spread of the infection in southern states, because the cattle are less closely confined. This is also the reason why we find much less tuberculosis in the range country. Cattle infected with this disease shipped from the East to the western states are not cured by the climate, but the conditions are less favorable in the open range for the spread of the disease from one to another. The germs of tuberculosis are not ordinarily carried through the air. The contamination comes rather from drinking out of the same water-tank or eating from a common rack. One cow with the germs of tuberculosis in the saliva can contaminate all the water, and other cattle drinking from the same tank are necessarily exposed. We frequently find one or more head of cattle in a shipment from the range country affected with tuberculosis, but the percentage is much lower than in the farming sections, particularly in dairy communities.

Bovine and Human Tuberculosis

Great as is this annual loss, it is insignificant as compared with the thousands of people who succumb to, or are incapacitated by contamination with, the germs of bovine tuberculosis, for the most part through the drinking of infected milk. It has been estimated by our best medical authorities that 70 per cent of the cases of glandular tuberculosis, 60 per cent of the cases of abdominal tuberculosis, and 25 per cent of the general tuberculosis in the human family comes as a result of drinking milk infected with the germs of bovine tuberculosis. It is conservative to say that when tuberculosis is eradicated from cattle it will be reduced 50 per cent in the human family.

Live-stock men of the country have a wonderful opportunity to do a great service for humanity by co-operating to the fullest extent in the elimination of this scourge.

KANSAS FEEDERS' DAY

THE TENTH ANNUAL LIVE-STOCK FEEDERS' CONVENTION, held at the Kansas State Agricultural College at Manhattan on June 10, 1922, was attended by 900 persons. The features of the day's program were the addresses by C. B. Heinemann, vice-president of the Institute of American Meat Packers, who reviewed the work which the packers are doing to stimulate meat consumption, and Chester Morrill, administrator of the Packers and Stock-Yards Act, who discussed the purposes of this law; and the report of the results secured by the Kansas Experiment Station in feeding cattle, sheep, and hogs during the past winter. Some of the high points touched upon in the discussion of these tests were as follows:

There is great need for bigger, more rugged, thick-fleshed sires.

Under average farm conditions, fattening calves to be marketed as baby beef is the safest form of cattle-feeding.

Calves like ground sweet sorghum seed as well as they do corn, and will fatten as rapidly upon it.

When fed as part of an ordinary farm ration, white and yellow corn have practically the same feeding value.

It is more profitable to full-feed on corn from the start than to delay feeding corn until the cattle have been on a feed of roughage for some time.

The earlier alfalfa hay is cut, the greater is its feeding value, but the more mature it is before being cut, the more persistent will be the stand.

Stock cattle wintered on silage and 1 pound of cottonseed cake per head per day will come through the winter in better condition than cattle wintered on alfalfa hay alone. Cattle wintered on silage will make satisfactory gains during the following summer.

Whole barley and whole kafir have practically the same feeding value in fattening lambs for market as shelled corn.

Lambs fattened on a self-feeder do not make so economical gains as lambs that are hand-fed.

Silage may well be added to the ration of lambs that are being fattened for market under any conditions, and is particularly valuable where alfalfa hay is grown in limited quantities.

Hogs fattened on a self-feeder make cheaper and more rapid gains, and are ready for market more quickly, than hogs that are hand-fed.

Fattening spring pigs as rapidly as possible is the most satisfactory way of fattening them for market.

Sudan grass is a very satisfactory pasture for all kinds of hogs.

The Pending "Merchant Marine Act, 1922"

THE PROPOSED AMENDMENT of the Merchant Marine Act of 1920 is one of the measures which the administration says must be passed by the present Congress, or a special session will be called to consider it. The opponents of this measure call it the "Ship Subsidy Bill," and the minority report of the Committee on Commerce of the Senate declares that "the reaction of the people on ship subsidies has been manifested whenever its greedy head has dared raise itself." Much favorable publicity has been given the measure by the National Merchant Marine Association, with headquarters at Washington, especially directed at the farmer, whose interests, it is claimed, it will vastly promote. Some farm organizations favor it; others oppose it. In the congressional primaries some of the candidates have made a special point of setting forth their attitude on it in their platforms. Vigorous opposition has already developed in Congress, and a lively fight is certain when the bill comes up for consideration.

Size of Government Fleet

Our government today owns 1,461 steel ships, aggregating approximately 7,000,000 gross tons. Of this number it is operating 447. The rest—about 1,000 ships—are tied up at docks. The annual cost of operation, including lay-up, but not necessary repairs, and not including either interest on invested capital, full insurance, or depreciation (which is a large item), is approximately $50,000,000. The government also owns 252 wooden vessels, of approximately 800,000 gross tonnage, constructed during the war, the building of which the officials of the United States Shipping Board term a "colossal error which even the war cannot forgive." These wooden ships, the board declares, "must be charged off practically as an entire loss—a monument to folly," as "they cannot be used in profitable normal operation."

American Merchant Marine

The present merchant marine of the United States has a gross tonnage of approximately 18,000,000. This includes about 3,000,000 tons of shipping engaged exclusively in coastwise trade, which is restricted to American vessels. A tonnage of 2,800,000 is in service on the Great Lakes, most of it being unsuitable for ocean carriage. This leaves 12,200,000 gross tons, of which 1,500,000 tons are made up of vessels over twenty years of age or of less than 2,000 tons' capacity. Deducting this latter tonnage of small and old boats leaves 10,700,000 gross tons of effective steel steamers for ocean trade, both passenger and freight. Of these, a tonnage of about 3,700,000 tons is privately owned; the remaining 7,000,000 gross tons belong to our government. Practically the entire fleet of government-owned vessels, except seized enemy shipping, has been built since the war began, as has more than one-half of our privately owned fleet. Of the total amount of shipping built in the United States since 1910, 79 per cent has been constructed since June 30, 1917, and 87 per cent since June 30, 1915. During the years 1919 and 1920 (after the war was over) there were constructed more than 54 per cent of the ships built in this country during the past ten years.

These 10,700,000 gross tons of effective steel steamers for ocean trade are classified substantially as follows: cargo vessels, 7,400,000; passenger vessels, 1,000,000 (one-half of which are seized enemy ships); refrigerator vessels, 100,000; tankers, 2,200,000.

War Ship-Building Program

The original ship-building program of our government on account of the war, including all vessels requisitioned and all contracts let, involved the construction or control of 3,270 vessels of all types. Upon the signing of the armistice, certain contracts on which work had not progressed too far were suspended. This reduced the original program by 958 ships—a decrease in dead-weight tonnage of 25.8 per cent.

According to the consolidated balance-sheet of the United States Shipping Board as of June 30, 1921, covering the period since 1916, there was expended for construction and purchase of ships $2,400,000,000, and another $100,000,000 for plants, property, equipment, housing projects, etc. The statement shows that the board had current assets of $565,000,000, including cash, balance due on ships sold, materials, supplies, etc. This makes a total for capital account and assets of $3,065,000,000. As our government has appropriated $3,300,000,000 for this ship-building program, there is a difference of $235,000,000, which represents overhead, loss, etc., without taking into account any depreciation or shrinkage in values, interest on invested capital, or the reduction in capital assets by the sale of 500 ships, more or less.

Losses of Shipping Board

The ultimate loss on account of this program depends on how much salvage can be secured from the sale of what remains of the fleet, but in any event, from the present outlook, it will not be less than $1,500,000,000, and may exceed that figure.

The Shipping Act of September 6, 1916, was entitled:

> An act to establish a United States Shipping Board for the purpose of encouraging, developing, and creating a naval auxiliary and naval reserve and a merchant marine to meet the requirements of the commerce of the United States with its territories and possessions and with foreign countries; to regulate carriers by water engaged in the foreign and interstate commerce of the United States; and for other purposes.

Authority was granted to purchase, lease, and contract for construction vessels needed for war purposes, etc. Under this act the Emergency Fleet Corporation was created, to continue in existence until five years after the close of the war; this date being extended by the Merchant Marine Act of 1920 until all vessels are sold. It was under the authority of this act that our ship-building program was started.

Merchant Marine Act of 1920

After the close of the war Congress passed the Merchant Marine Act of 1920, approved June 5 of that year. By its title this act was "to provide for the promotion and maintenance of the American merchant marine, to repeal certain emergency legislation, and provide for the disposition, regulation, and use of property acquired thereunder, and for other purposes." The main purpose of the act was to facilitate the sale of the large number of ships built for war purposes and not needed in peace times. It also aimed to promote the establishment of a merchant marine by certain restricted regulations. Unfortunately, that act has proved inadequate—hence the bill providing for further legislation.

Provision for Abrogation of Treaties

The principal hope of the efficacy of the 1920 act was based on a clause which called for the abrogation of those provisions in the commercial treaties of the United States with foreign countries which restricted the right of the United States to impose discriminatory custom duties on imports entering American ports in foreign vessels, and which also restricted the right of the United States to impose discriminatory tonnage dues on foreign vessels—in other words, preferential tariffs on goods imported in American bottoms. However, the present executive, as well as his predecessor, wisely decided that it would be inexpedient to abrogate those provisions of our commercial treaties and precipitate retaliatory acts. Another provision of the 1920 act was to establish a ship-construction fund, to be available for a period of five years at $25,000,000 per year. This fund was to be set aside out of the revenue from sales and operations of our vessels. Since the Shipping Board has had no net revenue, and since proceeds from sales of ships have been absorbed in operating expenses, this provision has been inoperative. As an indirect aid, the act provided that for a period of ten years the net earnings of ships under American registry should be exempt from war and excess-profit taxes imposed under the Revenue Act of 1918. The effect of this section has largely been negatived, because it is represented that there were no net profits on account of the depression in the shipping trade. Another provision required the carriage of mail, wherever practicable, in American-built and documented vessels, upon proper contracts with the Post-Office Department. No substantial progress has been made under that provision.

Proposed Act of 1922

The economic crisis which has affected the shipping of the entire world, taken in connection with the surplus of ships everywhere and the higher cost of operation of ships under American registry (principally by reason of the La Follette seaman's bill), has demonstrated, at least to the satisfaction of the United States Shipping Board, that some additional legislation is necessary if our government is to sell its remaining tonnage, and if we are to establish a full-fledged merchant marine under private ownership. Hence the Merchant Marine Act of 1922, sponsored by the President and the Shipping Board, is offered as a solution of the problems which the act of 1920 failed to solve.

The bill is a combination of direct and indirect aids designed to assist in the sale of our government ships and to foster a merchant marine. The indirect aids provided for are: a construction loan fund of $125,000,000; income-tax exemption; increase in tonnage tax or fees on vessels entering our ports; stipulation that 50 per cent of all aliens admitted to this country shall be transported in vessels documented under the laws of the United States; government patronage of American ships, including army and navy transport service; preferential freight rates on American railroads.

Method of Computing Subsidy

The direct aid (or subsidy) in the bill is computed on a differential basis and is a combination of speed, tonnage, and distance covered, starting with ½ cent per gross ton per hundred miles steamed in foreign trade for ships under thirteen knots, and increasing to a total of 2.6 cents for ships of twenty-three knots or over. The Shipping Board is authorized, in its discretion, to increase or reduce such payments. Contracts under the direct-payment plan are to run for fifteen years.

In order to make these payments and to defray other expenses, a separate fund is created in the Treasury Department, to be known as the Merchant Marine Fund, subject to withdrawal by the United States Shipping Board. This fund is to be made up of one-half of the amount that may be earned by vessel-owners over 10 per cent; all tonnage duties, taxes, or fees; and 10 per cent of all duties on imports. The bill provides for partial limitation of the earnings of vessel-owners to 10 per cent, any amount over that figure to be divided between the vessel-owner and the government.

It is estimated by the Shipping Board that the annual cost to the United States of this direct-aid plan would amount to from $30,000,000 to $40,000,000, though for the first year it would probably not exceed

$15,000,000. Other experts hold that after the method had become well established it would involve an annual expense to our government of around $125,000,000. Probably an average of these two estimates would be nearer right. This is a vastly larger subsidy than ever considered or granted by any other nation to encourage its shipping.

Reasons Advanced by Shipping Board

The Shipping Board claims that the sale of the remainder of our government fleet without direct aid is absolutely impossible. Our government-owned steel fleet of approximately 7,000,000 gross tons is divided as follows: freighters, 6,000,000; passenger ships, 500,000; tankers, 500,000. About one-half of the 6,000,000 tons of freighters are considered good tonnage, comparable with the best in the world; the other half are made up of slow freighters not now needed either by this government or by any other nation. With the proposed subsidy, the Shipping Board believes that possibly 3,000,000 gross tons of the good tonnage can be disposed of to American owners at fairly decent prices. The remaining 3,000,000 gross tons of steel steamers, and the wooden vessels, amounting to about 800,000 tons, must be handled in such a way as not to impair the sale of the good ships, or dismantled or sold abroad in small quantities. This unneeded surplus is undoubtedly a serious handicap in the sale of the good ships. However, many other nations have a similar surplus of tonnage, measured by the present volume of ocean traffic.

The Shipping Board admits that government operation is inherently vicious and wholly unsatisfactory, because the incentive to initiative and the sense of responsibility found in private operation are lacking. It is especially anxious to get our good sea-going vessels into private American hands, and the rest out of the way, so as to stop the annual loss of $50,000,000 sustained in the operation of the present fleet. It regards the subsidy payment as a less evil than the annual loss of $50,000,000.

Bill Has Double Purpose

In previous years there have been other ship-subsidy bills before Congress, but these were not complicated with the problem of disposing of a great tonnage already on hand. Former bills were straight subsidy bills, for the purpose of promoting a merchant marine. The present measure has a dual object—namely, to assist in the sale of the ships and to foster a merchant marine.

From the foregoing account it must be apparent to our readers that our government, in the creation of this immense fleet as in so many other of its war undertakings, committed serious mistakes, and that one of the white elephants now on its hands is the disposition of the vessels.

Every loyal American desires our government to have a naval auxiliary fleet in case of war, adequate transport service, and American ships flying the American flag on important trade routes. Whether, in order to accomplish this result, it is wise or necessary to load down present and future generations with a fat subsidy is, however, a debatable question. And it is not altogether sure that the same result cannot be achieved without a subsidy.

It is argued that on other grounds a subsidy to American ships is justified. Reference is made to the higher pay enjoyed by American officers and crews, to the higher subsistence standards prevailing, to the higher original cost of the vessels, and to the generally higher fixed charges. This implies that we cannot compete on the ocean with other nations without a very substantial direct aid to American vessels, and presents the broad question whether, from the standpoint of our international relations, it is sound policy for our country artificially and in wholesale manner to stimulate its shipping under present world conditions. Today the United States is the great creditor nation of the world, with practically every other important country owing us, and with a diminishing prospect that the full debt will ever be paid.

Unwise to Increase Trade Balance

A favorable trade balance still runs to our credit, and will probably continue to do so for some time. Is it good policy to increase this balance, which foreign nations find it most difficult to meet, by undertaking to do a larger share of the ocean transportation than we are doing at present? We believe the existing deplorable situation of international trade should prompt us to endeavor to let other nations do something more, rather than less, toward bringing about a greater measure of equilibrium. We are convinced that this aspect of the case transcends in importance the sale of a part of our fleet at fair prices, or the extension of our flag into new seas.

The proponents of the pending legislation assume that the coast sections and manufacturing interests of this country can be relied upon to favor the bill, and that the opposition will come from the central West, possibly from the South, and generally from the agricultural sections. Therefore the propaganda in support of this measure seems to be directed mostly toward convincing our agrarian population that its prosperity depends upon the establishment of a world-wide American merchant marine. Most of the arguments advanced are pure sophistry. Our export trade in farm and live-stock products during the past fifty years has expanded marvelously—and this, let it be noted, without the benign influence of a subsidized merchant marine. Whenever there has occurred a temporary decline in our exports of these products, it has not been because of lack of ocean-going vessels

but rather the result of world conditions. There is neither present nor prospective ground for apprehending that our exports of these products will be lessened because of lack of bottoms in which to transport them. Nor has there been any shortage of ocean vessels to carry our manufactured articles to all the corners of the earth. Indeed, at this writing there is a great world surplus of tonnage to do this work, with a consequent great depression in shipping circles. Ships are lying idle at all the docks in the world.

Prices of Farm Products Unaffected

No one will seriously contend that the present period of low and unremunerative prices for farm products in this country has been caused by an absence of vessels to transport these commodities to foreign shores. The cause can be traced to the utter inability of those who sorely need these products to pay for them. On the other hand, we can see how the enlargement of the present American merchant marine might operate to the disadvantage, instead of the benefit, of our farmers and stockmen. Let us take a hypothetical example to illustrate this point: Suppose foreign nations as a whole had just $100,000,000, and no more, to spend for needed farm products in the United States, this amount to cover the cost of the products at seaboard in this country and the transportation to their foreign destination. If the ocean transportation represented one-tenth of the total fund, or $10,000,000, and the foreign purchasers were compelled to pay that amount to American-owned vessels, they would have left only $90,000,000 with which to buy food products. If, on the other hand, these foreign nations transported the commodities in their own vessels, and adjusted the carrying charge in some other way than by paying us, they would be enabled to apply that $10,000,000 for the purpose of buying more food products. This is not an overdrawn instance. So long as we are a surplus nation as to the production of food and cotton, and so long as we continue the great creditor nation, the more ocean carrying is done by the other fellow, the greater will be our chances for selling our products and being paid for them.

If Congress should decide to adopt the plan suggested by the Shipping Board and approved by the administration, and endeavor to establish a merchant marine to handle at least 50 per cent of our exports and imports, then this country should as quickly as possible reduce the volume of its internal commerce, of its agricultural production and its manufactures, proportionately. It should be plain that we cannot do an increased ocean carrying trade, and expand our present volume of exports, without further impoverishing foreign nations and decreasing their ability to pay us what they owe or to liquidate future favorable trade balances.

American Ocean Traffic

According to the Shipping Board, this country is now handling in privately and government-owned American ships approximately 25 per cent of our foreign competitive ocean traffic. This does not include our coastwise trade. Really, this is a very creditable showing when measured by past American activity in shipping. Our flag is on the seas. In the judgment of THE PRODUCER, our aim should be to retain, if possible, our present standing, and not seek to increase it under present conditions, with the practical certainty that it would result in retaliatory action on the part of other nations.

The Shipping Board insists that even the good part of our government-owned fleet cannot be disposed of without a direct subsidy, and that vessels already purchased and not entirely paid for are being turned back to the government. This ship-subsidy bill has been vigorously agitated for more than a year. Is it at all strange that there are no buyers for this fleet, when the possibility exists that, by waiting, the ships may be bought with a fat subsidy tied to them? Or is it strange that ships are being thrown back on the government, when such an alluring bait is in sight? We think not. In fact, we should be surprised if there were any sales when the pending bill is on the fire. Perhaps when Congress discards this ship-subsidy bill a more active demand for our ships might grow up.

Why Bill Should Be Opposed

THE PRODUCER is opposed to the present bill. We are not unmindful of the importance of adequate transport service in time of war, and from patriotic motives we want our flag on the seas, as it is today. We do not at all agree, however, with the assertions of the proponents of this measure that it is necessary, or even important, for the prosperity of the agricultural sections, or the prosperity of our entire country, that our competitive ocean carriage be enlarged. We hold the contrary view. As the construction of new ships has ceased to a marked degree, and as this condition will probably continue for some time, the chances for a favorable sale of our government fleet to American owners will soon be vastly improved—both steel steamers and wooden ships. Foreign shipowners are in no better position at present to buy our fleet than are American, and there is only a remote prospect of their purchasing it in the immediate future, even if such sale was considered good policy.

Let us wait awhile and see if our ships cannot be sold on advantageous terms to American owners, with the aim of retaining our present 25 per cent share of competitive ocean carriage, but not of increasing it to 50 per cent, which is inadvisable under present world conditions. The annual loss of $50,000,000, with depreciation, etc., for a short time is preferable to an annual burden of from $75,000,000 to $100,000,000 for years to come.

PERFECTING PLAN FOR LIVE-STOCK REPORTING SERVICE

DEFINITE PROGRESS toward the establishment of an improved federal live-stock reporting service was made last month, when at a two-day conference in Denver, July 18 and 19, representatives of the Department of Agriculture, headed by Leon M. Estabrook, associate chief of the newly created Bureau of Agricultural Economics, met with state statisticians, live-stock producers, and representatives of stockmen's organizations, publications, railroads, agricultural colleges, farm bureaus, and related activities throughout the whole trans-Missouri region, for the purpose of soliciting suggestions and in informal counsel mapping out a program for the work to be undertaken.

The first step proposed is the division of the live-stock producing country into four or five districts, each with its own machinery for gathering information. At a meeting in Chicago in June the needs of the Corn Belt states were considered. The range territory, with their peculiar conditions and problems, are the next to be dealt with.

Mr. Estabrook, presiding at the conference, stressed the vital importance to the live-stock industry of an adequate system of collecting, digesting, and disseminating reliable data as to supplies, movements, and prices. The work hitherto done along that line by the Department of Agriculture, it was realized, had left much to be desired, owing to lack of funds. With the $70,000 voted by Congress for this purpose for the fiscal year beginning July 1, 1922, in addition to the $20,000 previously available, it would now be possible, not to perfect the service, but to improve and expand it. To make it reach its maximum of usefulness within the given financial limits, however, it was absolutely necessary that the government be given the fullest co-operation by all live-stock producers and allied interests. The bureau at Washington would function as a clearing-house; it was for the stockmen themselves, not only to determine the kind of statistics they wanted, but largely to supply the material.

Those taking part in the discussion were all agreed that the collection and publication of the right sort of information would be of inestimable value. Accurate knowledge as to increases and decreases in supplies in the different sections from season to season, market and state-to-state shipments, prospective demand from feed-lots, and all other facts helpful in providing a gauge for the actual situation at any given time, as well as an index as to future developments, it was declared, would greatly aid producers in intelligently directing their operations and prove an important factor in bringing about a measure of price stabilization. It was pointed out, however, that such statistics, to be of real help to the average stockman, must be thoroughly digested, presented in simple and logical arrangement, and with the important deductions stated in easily understandable terms. A mass of confused detail would serve no useful purpose. Frequent publication—the release of vital news while it still had news value—was a factor of equal importance. Few stockmen cared a great deal for historical retrospects. What they were interested in was today's conditions as a guide for tomorrow's requirements. Furthermore, to get them to furnish the necessary information, it was essential to give them assurance that it would be held strictly confidential.

At the close of the conference the following tentative program was submitted by Mr. Estabrook:

TENTATIVE PROGRAM FOR LIVE-STOCK REPORTING SERVICE FOR RANGE STATES

January.—(1) Annual report of numbers of live stock on farms and ranches, by age and class, with average farm value for each class. (2) Estimates of number of cattle and sheep (including lambs) in feed-lots. (3) Revised final estimates of calf and lamb crop in range states for preceding year. (4) Revised estimate of wool production for preceding year. (5) Estimate of live-stock losses from all causes for preceding six months. (6) Regular monthly reports, as follows: (a) monthly movement reports, secured from railroads and stock-yards; (b) pasture and feed condition reports; (c) condition of live stock expressed in percentage of normal; (d) available contract prices in territory where there are no central market reports.

February.—(1) Estimate of prospective supply of cattle available for spring delivery from Texas, Nevada, and Arizona. (2) Prospective movement of grass-fat cattle from southern Texas. (3) Regular monthly reports, same as January.

March.—(1) Estimate of lamb crop of California and early lamb crop of Arizona, Idaho, and Colorado. (2) Estimate of spring movement of lambs from Kentucky, Tennessee, and Virginia. (3) Condition of pasture in Kansas and other range states. (4) Prospective movement of grass-fat sheep from western Texas. (5) Regular monthly reports, same as January.

April.—(1) Regular monthly reports, same as January. (2) Report of condition of pasture in Kansas and other range states.

May.—(1) Regular monthly reports, same as January. (2) Estimate of lamb crop in Texas. (3) Estimate of fat-cattle movement from California.

June.—(1) Regular monthly reports, same as January. (2) Estimate of number of cattle which have gone from Southwest states to Oklahoma, Kansas, and other northern pastures. (3) Probable number of fat and feeder lambs available for shipment from range states during July and August.

July.—(1) Estimate of number of grass-fat cattle coming from range states to market. (2) Estimate of spring calf crop of range states dropped to July 1. (3) Report of losses of cattle and sheep from all causes during preceding six months. (4) Report of number of California and Idaho lambs shipped. (5) Lamb crop of range states. (6) Average weight per fleece and preliminary estimate of wool production. (7) Regular monthly reports.

August.—(1) Supply of stockers and feeders (cattle and sheep) available for shipment in all sections. (2) Final report of shipments of lambs from Kentucky, Tennessee, Virginia, and West Virginia. (3) Regular monthly reports, same as January.

September.—(1) Calf crop of Texas, New Mexico, and Arizona. (2) Report on baby-beef supply. (3) Regular monthly reports, same as January.

October, November, and December.—Regular monthly reports.

This draft met with general approval. It is, of course, subject to revision, and may be modified from time to time as experience and new developments suggest changes. Full co-operation in carrying it out was pledged by the representatives of both railroads and stock-yards attending the meeting.

The plan, as outlined, includes the placing of an expert statistician, possessing a sound knowledge of live-stock conditions, in each of the divisions, who will have charge of the collection, assembling, and distribution of the data. Chicago is to be the distributing point for the West. Headquarters of the range division will be at Denver.

The actual work of organization is now going on. States and counties are being mapped, showing in detail mountain ranges, national forests, streams, irrigation projects, railroad lines, shipping points, feeding stations, regional customs in live-stock production and handling, market destinations, character of stock shipped, and a number of other pertinent details. Tables presenting results of live-stock enumerations, and shipment figures for five years past, are being prepared. Steps are everywhere being taken to co-ordinate instrumentalities and efforts, so that the project may be put into actual operation at the earliest possible date.

Meanwhile a vigorous attempt will be made to convince Congress of the necessity of placing this service on a satisfactory financial basis by substantially increasing the appropriation for the fiscal year 1923-24.

LIVE-STOCK CONDITIONS IN ARIZONA

BULLETIN NO. 10, issued by the Bureau of Agricultural Economics in co-operation with various state agencies, surveys crop and live-stock conditions in Arizona as they appeared about the middle of last month. Concerning the live-stock situation the bulletin says:

"Live stock and ranges were generally in good condition at the beginning of the month, with the prospect of continued improvement as the result of summer rains. While market conditions in the cattle industry are still unsatisfactory, growers are hopeful that, as a result of the general improvement in agricultural prices, the price for cattle will show a marked improvement by fall. Shipments of fat lambs are now being made from the northern ranges at satisfactory prices, the crop being nearly twice that of last season. The number of dairy cows in the state increased about 10 per cent over one year ago, the number in the Salt River Valley being reported at 31 per cent more than one year ago. The number of young pigs is reported 20 per cent more than on July 1, 1921, though the total number of swine on farms does not greatly exceed that of one year ago.

"Owing to unsatisfactory market conditions, the close of the spring shipping season found a larger carry-over of feeder cattle than usual. While a few counties in the eastern part of the state shipped most of their available surplus, other counties in the southern and western part of the state failed to sell as large a proportion as usual up to July 1. In consequence of the drought last year, many counties expected a shortage of cattle for fall delivery this year, but the number carried over, together with the number that will be sold as a result of the need for ready money, will bring the number for fall shipment above the average for the past few years. The number of cattle available for fall delivery is estimated at 131,000, compared with 101,239 in 1921 and 112,179 in 1920.

"If feed conditions continue favorable, Arizona will have approximately 266,000 lambs available for shipment during the remainder of the year. This compares with 134,435 in 1921 and 263,553 in 1920. Of the number available for shipment this season, it is estimated that 200,000 will be fat lambs, while most of the remainder will be feeders. The average number of lambs marked this season for each 100 breeding ewes is estimated at 80, compared with 40 last year and 80 in 1920. The condition of lambs on July 1 was 100 per cent of normal, and the condition of ranges about 95.

"A large number of fat lambs will be shipped from the northern ranges during the next two months. Buyers were contracting fat lambs the first of the month at $7 to $7.50 per head. Practically no feeders had been contracted up to July 1. It is expected that a large number of fat lambs will be shipped to Kansas City, while Los Angeles will receive a large number. Most of the feeder lambs will be shipped to Colorado and Nebraska."

Asking prices for cattle range from $20 to $25 per head for yearlings, $26 to $32 for two-year-olds, and $33 to $40 for three-year-olds, according to condition and quality.

THE ARIZONA CONVENTION

ADHERING to the precedent set last year, the cattle- and sheepmen of Arizona this summer again met in joint conference. At a three-day session in Prescott, July 6-8, 1922, characterized by the utmost harmony, the two state organizations—the Arizona Cattle Growers' Association and the Arizona Wool Growers' Association—surveyed the problems confronting the whole live-stock industry of the Southwest and agreed to continue their co-operation in endeavoring to solve them. To that end, a committee representative of the two branches of the business was appointed to deal with such matters as concern their common interests. Among the speakers were Governor Campbell and Charles B. Ward, the latter a prospective candidate for the governorship at the November election.

On the last day of the convention the two organizations met in separate session. A large number of resolutions were adopted. Among them was one, passed by unanimous votes, commending the action of the American National Live Stock Association in appealing to the Interstate Commerce Commission for a further reduction in freight rates on live stock, and urging the commission to grant such relief at an early date.

The cattle-growers re-elected their president, Henry G. Boice, and in place of F. E. Schneider, who wished to retire, chose H. M. Rice as secretary. Hugh E. Campbell and F. W. Perkins were continued as president and secretary, respectively, of the Wool Growers' Association.

PRODUCERS' PACKING PLANT FOR CALIFORNIA

A PRODUCER-OWNED PACKING PLANT, to which cattle could be shipped from all parts of the state and which might become an important factor in market stabilization, has long been a live topic among the cattlemen of California. During the past two years sentiment has rapidly crystallized around this idea, and now comes word that the plan has been realized.

On July 15 a group of well-known cattlemen from various sections of the state—among them Fred H. Bixby, president of the American National Live Stock Association, and T. H. Ramsay, president of the California Cattlemen's Association—concluded a transaction by which the plant of the H. F. Lewis Packing Company, situated in Vernon, a suburb of Los Angeles, with complete equipment, was taken over. On Monday morning, July 17, the new corporation commenced business, under the name of the Associated Meat Company of California.

The company is financed entirely by producers, and no others will be invited to take stock. It is not to be a co-operative enterprise. No cattle will be killed on commission, and it is not the intention to procure business by a policy of price-cutting. The objects and aims of the company are solely the improvement of market conditions in California and the assurance of fair returns to the producer. Within those lines it will be ready to collaborate with other packers and killers. One or two men are to be maintained in the country for buying f.o.b. ranch.

THE CALENDAR

August 25-26—Mid-Year Meeting of American National Live Stock Association, Denver, Colo.

August 28-30—National Ram Sale, Salt Lake City, Utah.

September 25-October 1—Dairy Cattle Congress, Waterloo, Iowa.

October 2-7—National Swine Show, Peoria, Ill.

October 14-22—California National Live Stock Show, San Francisco, Cal.

October 28-November 2—Western Royal Live Stock Show, Spokane, Wash.

November 4-11—Pacific International Live Stock Exposition, Portland, Ore.

November 18-25—American Royal Live Stock Show, Kansas City, Mo.

December 2-9—International Live Stock Exposition, Chicago, Ill.

December 11-14—Fourth Annual Meeting of American Farm Bureau Federation, Chicago, Ill.

January 13-20, 1923—National Western Stock Show, Denver, Colo.

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CALL FOR MID-YEAR MEETING

DENVER, COLO., July 5, 1922.

To Members of the American National Live Stock Association:

Call is hereby made for the Mid-Year Meeting of the American National Live Stock Association, to be held at the convention hall, Brown Palace Hotel, Denver, Colorado, August 25 and 26, 1922. Opening session at 10 o'clock a. m., August 25.

Among the many important questions to be taken up for consideration are: the pending tariff legislation; the measures before Congress providing for improved federal machinery for the handling of live-stock loans; the War Finance Corporation; railroad freight rates and the repeal of section 15-a of the Transportation Act; live-stock commission charges and the complaint now pending before the Secretary of Agriculture as to their reasonableness; policies of the National Live Stock and Meat Board for stimulating meat consumption; retail meat prices; plans for a survey, from a stockman's standpoint, of the value of grazing on national forests, so as to be able to present our case intelligently when the readjustment of rates will be considered early next year; taxation; orderly marketing; cost-of-production figures; live-stock accounting, the proposed changes in the method of gathering material for the annual live-stock estimates of the Department of Agriculture, and the extension of the reporting system so as to provide for the dissemination, at stated intervals throughout the year, of data as to kinds and supplies of live stock, etc.; the redrafting of the constitution and by-laws of the association; plans for increasing the membership and support of this association throughout the United States.

Reduced round-trip summer-tourist rates to Denver from all points are now effective, by divers routes.

Members are urged to make a special effort to attend this Mid-Year Meeting.

FRED H. BIXBY,
President.

GENERAL BUSINESS CONDITIONS

PROGRESS toward business recovery, which was becoming more marked, has unfortunately been checked by the railway and coal strikes. Increasing scarcity of fuel and the uncertainty of the whole labor situation are exerting a seriously restrictive influence on both industry and trade. While freight movements have as yet not been completely crippled, should the strikes last another month, conditions little short of paralysis would result.

Crop reports, on the whole, are encouraging. Harvesting of winter wheat is nearing completion, with little damage from rust, and with mostly satisfactory yields. Corn prospects are improving with better weather. The cotton outlook is good. Wheat, corn, and oat prices are showing a downward tendency.

Live-stock quotations are being well maintained. Meat-consumption figures show unexpected steadiness in the face of the two nation-wide strikes, which, it is estimated, are reducing the nation's buying power by some eight million dollars a day. Export demand for pork products is widening, the continent of Europe having found the means of placing some large orders. Hide prices are again advancing, with an increased export trade in leather goods. The wool market is fairly active, fine staples still being the best sellers. Large quantities of Australian wool, bought last year when prices were lower, are being taken out of bond.

Several blast furnaces have been compelled to shut down for lack of coal, and steel and iron output has

been noticeably reduced. On the other hand, woolen and cotton mills report more activity, lumber trade is satisfactory, and automobile and furniture manufacturers are busy.

Fluctuations have characterized the stock market, sharp declines being followed by substantial advances early this month. Bonds are firmer, with the Liberty series reaching new high levels. Money, both time and call, at the beginning of August had an easier aspect. European exchange is fairly steady.

Commodity prices are again a little lower. *Bradstreet's* food index number for the week ending July 29, 1922, was $3.15, as against $3.27 at the beginning of July and $3.02 for the last week of July, 1921. The general level of the cost of living, according to figures published by the Department of Labor, in June was 66.6 per cent over that prevailing in 1914, a drop of 8 per cent having been registered during the first six months of the year. At the peak of high prices in June, 1920, the level was 116.5 per cent above the pre-war figures.

WHEN PUBLIC SERVANTS STRIKE

AS WE WRITE, the rail and coal strikes remain unsettled. Some coal is being mined, but in insufficient quantities, and the accumulated stocks are fast disappearing. A rationing system has been inaugurated by the government, but many industries are already badly crippled for want of fuel. This controversy has now lasted over five months. It has lasted quite long enough. Two months more, and cold weather will be here. Is one side or the other reckoning with winter as an ally?

More immediate and more serious than the effects of idle coal mines in midsummer would be the consequences of a complete tie-up of transportation service at harvest time. The railroads have hitherto managed to move farm products with reasonable regularity. Should the strike drag on or spread, the loss to the country generally would be immeasurable. To its food-producers, at this juncture, it would be fatal.

Too much temporizing, we fear, is being indulged in at Washington. A crisis of this magnitude demands a resolute hand. Where the whole industrial life of one hundred million people is at stake, those intrusted with the reins of power cannot afford to sit idly back and watch the contestants spar. If either the railroad executives or their employees are so callous to the rights of the public as to use it as a pawn in their own little game, and its distress as a club to further their private ends, they should be made to realize their responsibilities, even if it requires the wielding of the big stick.

Strikes and lockouts as weapons in industrial warfare are always irrational and rarely defensible. By brute force nothing is ever permanently settled. The method is wasteful, in that, whichever side wins, victor and vanquished must jointly pay the damage. Were that the end of it, the harm would not be so great—the lesson might well be worth the price. But it seldom is the end. Eventually the load is shifted to the broad and patient back of the public goat.

Because the public, which has nothing to say about the calling of strikes and little about their settlement, pays doubly—first in immediate hurt and then in taxation to defray the cost—strikes in what are termed the essential industries (those involving the very means of subsistence) are not only irrational and indefensible—they are immoral. Transportation workers have no more moral right to strike than have the farmers who feed us, the soldiers who protect us against a foreign foe, the police or firemen who guard our lives and property.

Everyone wants to see the worker rewarded according to his worth. To railroad employees a liberal wage and generous working conditions should be guaranteed, commensurate with their skill and the quality of their service. To that they are entitled; more than that they have no right to ask for. What constitutes fair terms must, in case of disagreement, be left to a body of disinterested men to determine. There is no other way.

We now have the Railroad Labor Board. With its tripartite representation of employers, employees, and the public, it would seem as if it possessed ideal qualifications for rendering impartial judgment. Yet its decisions are flouted. It lacks the power to enforce them. If better machinery can be devised, this should be done. If needless duplication through the creation of a supplementary or parallel body can be avoided by endowing the Labor Board with sufficient authority to make itself respected, that should be done. In any event, whatever the remedy, Congress should promptly set about framing additional legislation that will forever remove the danger of having our whole industrial life periodically thrown out of gear through the disloyalty or selfishness of those on whom its free flow depends.

RATES ON LIVE STOCK IN MIXED CARLOADS

THE INTERSTATE COMMERCE COMMISSION has rendered a decision establishing a new basis of charges on mixed carloads of live stock. Under the former rules of the carriers covering mixed-carload shipments of cattle, calves, hogs, horses, mules, sheep, and goats, the highest rate and the highest minimum carload weight applicable on straight carloads of any class of stock included in the mixture were applied. Generally this resulted in the application of the cattle or horse minimum carload weight and the single-deck sheep rate, which latter is invariably the higher rate. The commission consid-

ered this rule unfair and unjust, and in its stead has authorized the following:

> When cattle, calves, hogs, sheep, lambs, goats, kids, horses, and (or) mules are shipped in mixed carloads, charges shall be based on the rate and minimum for that kind of stock which on a straight-carload basis produces the highest charge, except that in no case shall the charges per car be less than on a straight carload of the highest-rated kind at actual weight of the mixed shipment.

The new ruling will result in a substantial reduction in the per-car charges on mixed carloads of live stock.

EXTENSION OF RATE REDUCTION REFUSED

IN dismissing, without prejudice, the application of interested live-stock associations for extension of the 20 per cent reduction in freight rates so as to include all rates on live stock, whether above or below the minimum of 50 cents per hundred pounds, the members of the Interstate Commerce Commission were not unanimous. Four of the commissioners dissented, holding that the 20 per cent reduction should cover all live-stock rates, both long- and short-haul. C. C. McChord, chairman of the commission, in his dissenting opinion said:

> I am definitely of opinion that at least to the extent of the 20 per cent reductions recommended in the original report, extended to embrace all hauls, long and short, the record affords an ample basis for a finding of unreasonableness. In the matter of live-stock rates the interests of the ultimately consuming public, as well as of the shippers, are acutely concerned; and rate levels which restrain the movement of any commodity vital to the public subsistence cannot, I submit, be regarded as reasonable. Assuming the existence and soundness of a doctrine which would reject the mere distress of a particular industry as sufficient to condemn the rates applicable to the traffic, the economic question presents another aspect when the public welfare is jeopardized. The grave condition of the live-stock industry was reviewed in the original report of the majority, and the consequences to the public of its continued stagnation or ultimate atrophy can easily be comprehended. To my mind, the general reductions prescribed in *Reduced Rates, 1922*, 68 I. C. C., 676, do not measure up to the requirements in this case, and I am firmly convinced that far more substantial reductions of all the live-stock rates should be made and without delay.
>
> I am authorized to say that Commissioner Cox concurs in the foregoing.

To which we should like to add that the "grave conditions of the live-stock industry" warranted the entire removal of the advance authorized in Ex Parte 74. The price of railroad stocks has scored a substantial advance during the past twelve months, reflecting the belief that the earning power of the roads is, or soon will be, on a most satisfactory basis. The net earnings of the important railroads of the country have been higher than the federal guaranty contained in the Transportation Act, while the so-called weak lines have been earning less. To fix rates on a basis that makes it possible for the weak lines to earn 5½ or 6 per cent results in giving to the strong lines earnings which are unjust and unreasonable. That is the fundamental objection to section 15-a (the guaranty clause) of the Transportation Act. Congress should repeal it.

HOW TO CONTROL ANIMAL TUBERCULOSIS

IN THIS ISSUE is an interesting article by H. R. Smith, live-stock commissioner of the National Live Stock Exchange, on "Tuberculosis and Its Eradication," in which the author outlines the work now being done with respect to this important matter by that body, the packers, and live-stock organizations. Their efforts are entitled to the commendation and support of all stockmen.

About fifteen years ago there was a plan proposed by the packing interests for the partial elimination of their losses on animals condemned for tuberculous lesions. This plan, as we recall, carried the approval of the Bureau of Animal Industry of the Department of Agriculture. The packers proposed to purchase certain classes of animals subject to federal post-mortem inspection. If the animals passed such inspection, the price agreed on at the time of sale was paid; if, on slaughter, the animals were found to be infected and partly or totally unfit for food, a price based on the value of the carcass or offal, as determined by the government inspectors, was to be allowed.

The losses sustained by the packers on account of condemnation are tremendous, though in the long run the stockmen pay the bill. The method proposed placed the loss where it belonged. It was a just, though drastic, method, and, if it had been put into effect and rigidly followed up for a year, it would have accomplished speedily what will undoubtedly take years to do by the plan now being followed.

Necessarily there was some inconvenience to the commission firms involved in the "buying-subject" plan, and in a few instances it would have caused delay in the final settlement with shippers. As compared with the importance of promptly and effectually eliminating animal tuberculosis, however, the temporary inconvenience and possible delays were negligible.

The surest and quickest way to wipe out animal tuberculosis is by penalizing the men who own and seek to sell infected animals on the public markets. Whenever a man's pocket-book is hit from any avoidable cause, he will take prompt steps to remove the cause. In the case of tuberculosis among his animals, he will clean it up, and will take pains that he does not purchase any infected animals thereafter. Of course, the plan would not catch the fellow who, by devious means, disposes of infected animals to his

neighbor, or sells them to a distant customer; but it would instil a wholesome caution on the part of purchasers, so that there would soon be no market anywhere for diseased animals.

As disclosed by Mr. Smith's article, animal tuberculosis is less common in the South, and particularly in the range country, than on the farms and in the dairy sections of the East and Middle West. Nevertheless, the man with clean animals from the range country and the South today pays a big share of the loss sustained by the packers on infected animals; for that loss is, of course, distributed over the entire purchase of the packers.

The live-stock exchanges, by their vigorous opposition, were responsible for the failure of the plan proposed fifteen years ago. Had it then been adopted, this country would today be practically free from animal tuberculosis. The proposition to pay a premium on hogs from clean territory is simply the reverse of the plan proposed fifteen years ago, and not by any means so effective.

STOCK GROWERS' FINANCE CORPORATION

THE STOCK GROWERS' FINANCE CORPORATION—the fifty-million-dollar bankers' pool organized last summer to extend financial aid to the live-stock industry—has completed the first year of its operations. As will be remembered, no new loans have been made since December 31, 1921. At that time it was felt that the emergency had in the main been passed, and that, with the revival of the War Finance Corporation and lower rates on money everywhere, borrowers could have their needs supplied through other channels on more favorable terms than permitted under the agreement entered into by the banks subscribing to the pool.

From a statement issued by the corporation, setting forth its financial condition on July 1, 1922, it appears that since the office was opened for business on July 20, 1921, loans to stock-raisers have totaled $20,220,000. Of this amount, $6,786,611 was outstanding on July 1. Interest and discount collected have aggregated $911,426.39, and interest paid subscribing banks, $584,713.36. Expenses of operation have been $56,769.30.

The number of participating banks was 207, and the total amount subscribed, $49,001,000. Of this, New York City alone furnished $25,000,000. Subscriptions called for were $14,692,350, and subscriptions repaid to banks on July 1 totaled $8,571,737.50.

Originally it was intended to carry loans for a period of up to thirty months. In view of the changed circumstances, however, it is now felt that the interests of borrowers will be better served by transferring their loans. The corporation is therefore urging the payment of all loans by December 1, 1922, where this can be done without undue hardship. Collections, it is stated, have been good, and no losses have yet been reported.

Acknowledgment is due the individuals and institutions taking the initiative in this unselfish enterprise and carrying it through to a successful conclusion. The assistance extended to the live-stock industry by the Stock Growers' Finance Corporation at a critical moment, when all other avenues seemed closed, meets with no less ready recognition on the part of stockmen because of the fact that the acute stage of the emergency was passed before the corporation had expended half of its resources. To M. L. McClure, its president, belongs the lion's share of the credit for the energetic and capable manner in which the operations of the pool have been conducted.

BETTER LIVE-STOCK STATISTICS

THE GOVERNMENT'S PLANS for reorganization of its live-stock reporting service are now maturing. The proposed program for the range states, mapped out at Denver last month, will be found on another page. To make this project a success, commensurate with its importance to their industry, it is necessary that live-stock producers everywhere give it their unstinted support. We strongly urge our readers to do all in their power to help supply the information which will constitute the raw material for the government's tabulations and conclusions. Handicapped by a meager appropriation and the insufficiency of its available machinery, the Department of Agriculture will largely have to depend on the co-operation of existing state agencies and of volunteer, unsalaried reporters.

In the matter of live-stock statistics the United States is lagging behind other countries. We should have more frequent enumerations. Provision, we understand, has been made somewhere for a quinquennial federal census; but, Congress having failed to vote the necessary funds, this has remained a dead letter. Until we can have actual national counts we must be satisfied with regional estimates as a basis for national deductions. Inadequate as this system is, it is better than no system at all. The Department of Agriculture is earnestly striving to make itself as useful to the live-stock breeder and feeder as is humanly possible with the means at its command. Its appeal for their aid in promoting their own welfare should not go unheeded.

In the present Congress are 298 lawyers, 26 bankers, 21 farmers, and 20 news publishers. And, speaking of getting the proper farm legislation from a Congress composed of 68 per cent of lawyers, you do not gather figs from thistles.—*Daily Drovers' Telegram.*

Alonzo Brinkerhoff

Word comes of the death of another prominent stockman. On July 20, 1922, Alonzo Brinkerhoff passed away at his home in Emery, Utah, at the age of fifty-eight, following a short illness from blood-poisoning.

Mr. Brinkerhoff was president of the Utah Cattle and Horse Growers' Association and a member of the executive committee of the American National Live Stock Association. His death is a distinct loss to the State of Utah, to the national organization, and to the live-stock industry of the West, in whose affairs he for many years had taken an active and conspicuous part.

WOOL-GROWERS' EXCESS PROFITS

FROM WELLS A. SHERMAN, specialist in charge of the Domestic Wool Section of the Bureau of Agricultural Economics, we have received the following statement regarding the collection and distribution of excess profits made by dealers on the 1918 wool clip:

"*Collection.*—Up to and including July 3, 1922, the total collection of excess profits from dealers amounted to $619,-786.03. Our audits show that there is still due $814,108.23. The total of excess profits is therefore $1,433,894.26. Of the outstanding amount, claims amounting to $626,458.63 have been transmitted to the Department of Justice for collection through the courts. The remainder of the uncollected excess is represented by estates in process of settlement or by cases in which recent re-audits have been found necessary and there is still prospect of collection without court action.

"*Distribution.*—Of the amount collected, over $300,000, or approximately one-half, has actually been distributed among the growers. There have been 97,190 individual checks mailed. Approximately $60,000 of this amount was distributed in the so-called territory wool states. Approximately $40,000 of the amount now in hand is believed to be due to growers in the same region, while of the amount remaining to be collected it is estimated that less than $20,000 will represent excess profits made on territory wool.

"*Procedure.*—The regulations for handling the wool clip of 1918 provided that all clips of territory wool of more than 1,000 pounds should be consigned to approved center dealers for direct sale to the government at prices fixed by an official valuation committee. Upon such wool, if honestly handled, there was no opportunity for the dealer to make excess profits. The excess arose almost wholly from the difference between the price paid by the dealer for wool purchased outright and the price later received by the dealer from the government for the same wool. Since only small quantities of territory wool were purchased outright, the proportion of the excess profits distributed in the range country is relatively small. The bulk of the excess profits were made upon purchased fleece wools and will be distributed in the states lying east of Colorado. Distribution is made of the excess profits of each dealer to the growers whose wool he purchased. The process is slow, because so many dealers kept incomplete records, and because in many cases the wool was passed from one interior dealer to another, instead of going directly to center markets, as provided by the regulations.

"*Present Status.*—The conclusion of this work depends entirely upon the speed with which the Department of Justice can bring pending cases to trial and execute such judgments as may be secured. In at least six cases demurrers have been filed by defendant dealers denying the legality of the regulations and denying the right of the government to bring suit for the alleged excess profits. Arguments on demurrer have been heard in four United States District Courts. In two cases the judge has maintained the government's right to bring suit. In the other two cases the court has not yet rendered its decision. In several cases, involving small amounts, the defendants have confessed judgment at the last moment, rather than allow the cases to go before a jury. No case has yet been fought to a conclusion in which a jury verdict was rendered. Excess-profits cases are now pending in United States courts all the way from Boston to Boise, Idaho, and from Billings, Mont., to Memphis, Tenn. In one or two California cases court action may yet be necessary. Almost everywhere the United States courts are congested with business, and in most jurisdictions criminal cases have been so numerous in recent months as to crowd out jury cases which involve only the collection of money. . . .

"*Profit and Loss.*—It is evident that, if the courts finally uphold the right of the government to collect and distribute this money—a question which may yet go to the Supreme Court of the United States—there will remain undistributed in the Treasury a sum of money which will represent several times the amount which has been, or will be, appropriated by Congress for the prosecution of this work. In fact, the sum which has been found undistributable, and the checks which have been returned unclaimed during the distribution of the cases already handled, are enough to cover all the appropriations made for the work of the Domestic Wool Section to date. Our expense for auditing will be practically negligible from this time forward, while the proportion of the excess profits which cannot be distributed bids fair to increase with each succeeding year, because of the death or removal of the growers of the wool and the increasing difficulty of securing from local dealers the necessary information to complete their records of transactions so long past. It seems, therefore, that the net result of the wool regulations of 1918 will be: first, the securing to the growers generally of a highly satisfactory price at the time; second, the return to each grower of his pro-rata share of the excess profits of most of the dealers whose purchase prices were too low; third, the accumulation of an undistributable residue of excess profits properly collected from dealers, but for which no just claimants can be found, to more than reimburse the Treasury for the entire expense of the work."

POOR-QUALITY BEEF HURTING TRADE

J. E. P.

"LOW-GRADE BEEF is responsible for much of the unpopularity which that food has acquired recently," said Sherman P. Houston, president of the Missouri Live Stock Association. "The same factor damages both lamb and mutton, whereas pork finds favor, because its quality has become standardized.

"Down in Missouri—and I imagine the same condition exists elsewhere—we get a lot of bad-qualitied, dark-colored, unpalatable, tough beef. One dose of it bars beef until memory of the experience dies away. If this kind of beef was cheap, it would be a different matter; but retailers handle it because they are assured of a good profit. In fact, they charge No. 1 beef prices for meat that would not grade No. 3. And how they will prevaricate when grilled! A butcher in my town had the effrontery recently to assert that he had paid No. 1 price for a vile-looking piece of beef that must have been cut from a veteran dairy cow.

"Restaurants also use this low-grade beef, at the same time charging exorbitant prices. I favor a campaign to stimulate meat production, but as long as retailers resort to such tactics a campaign of that character will be merely wasted money and effort. You may educate the public to eat beef, but it is doubtful if it will ever be possible to convince it that it is not being swindled by present methods. When a consumer buys a pork loin or a piece of standard bacon, he knows what he is getting; with the average beef purchase he is merely taking a chance. Perhaps this explains why good cattle are hard to sell, while low-grade steers and dairy cows are prize packages, realizing prices obviously out of line with good cattle. My idea is that, preliminary to starting a meat-consumption campaign, we should arouse the public to the manner in which it is imposed on, especially in the smaller cities and towns."

THE STOCKMEN'S EXCHANGE

THE PRODUCER invites the stockmen of the country to take advantage of its columns to present their views on problems of the day as they affect their industry. It solicits correspondence on topics of common concern, such as stock, crop, and weather conditions, doings of state and local organizations, records of transactions of more than individual interest. Make it your medium of exchange for live-stock information between the different sections of the stock-raising region. Address all communications to THE PRODUCER, 515 Cooper Building, Denver, Colorado.

PACKERS DO NOT CAUSE RUSH OF SHIPMENTS

CHICAGO, ILL., August 2, 1922.

TO THE PRODUCER:

We have been interested in the letter from Charles Springer, published on page 20 of the July PRODUCER, under the heading "New System Required for Selling Live Stock."

Although it is not our purpose to discuss the proposed method of paying commission men, we should like to comment on certain statements made by Mr. Springer which affect the packing industry and the part it plays in the marketing of live stock. Mr. Springer says that the packers bid up the prices of live stock when the supply is small, "so as to cause a rush of shipments to market." We are told that, when the rush comes, the packers cut the prices and then buy to their full capacity, putting the meats away in storage until they can be sold.

As a matter of fact, so far as Swift & Co. are concerned, we do not bid up the prices of live stock when the supply is small, "so as to cause a rush of shipments to market." When there is a shortage of live stock, that means there will be a shortage in meats, and, in order to take care of our customers, and in order to keep our plants going at as full capacity as possible, we have to pay more for live animals, or else other packers will get all that are offered.

If a rush of live stock results from the higher price, we know that the price of meat will soon be lower, and we know that we cannot afford to pay so much for the live animals.

As for having "large storage capacity," this does not affect the situation in an important way. Beef, mutton, and fresh pork all have to be sold within a couple of weeks after the animals are bought, and hence cannot be put away in storage. The only thing that we can store in a large quantity is cured pork products, and they obviously have to be held for several weeks, so that they can go through the curing and smoking processes before they are sold.

As for the statement that meats, hides, and other products do not fluctuate to correspond with the prices paid for live animals, a little study of prices will show that this statement is not accurate. Perhaps the best proof that the prices of these products do fluctuate with the prices of live animals is found in the figures often published by Swift & Co., and used in government hearings at Washington. They show that Swift & Co.'s weekly results on cattle range almost entirely between a profit of one-half cent per pound and a loss of a similar amount for individual weeks. In buying cattle today, we have to estimate how much the beef will be worth within two weeks, and how much we can get for hides within the next two or three months. That our margin of profit and loss varies so little from week to week shows clearly that the price of live animals corresponds remarkably with the price of the resulting meats and by-products.

Mr. Springer suggests that "it is claimed" that the packers use their influence to have live-stock loans called in such a way as to produce an oversupply at the market. This is too serious a charge to make without something more than hearsay as authority. This subject was thrashed out at length in hearings at Washington, and live-stock raisers were asked to give instances where this had happened. The testimony was unanimous that, in so far as the packers are interested in cattle-loan companies, they have helped the live-stock producer and not worked to his detriment. No charge such as that referred to by Mr. Springer has ever been substantiated.

The most surprising statement in Mr. Springer's letter is that, while the live-stock producers have been operating at a loss for many years, the packers and commission men have been operating at a profit. Whatever may be true of the producers and commission men, we know, and we thought it was generally known, that the five largest packers lost in the aggregate over fifty million dollars last year.

We like to see these problems discussed in THE PRODUCER and other publications, but we question whether Mr. Springer advances his own case by the inclusion of unsubstantiated charges and of statements which are obviously incorrect.

L. D. H. WELD,
Manager, Commercial Research Department,
Swift & Co.

COMMISSION CHARGES AT OMAHA

OMAHA, NEB., July 19, 1922.

TO THE PRODUCER:

May I call your attention to what I feel is an unintentional injustice to the Omaha market? In the "Proceedings" of the twenty-fifth annual convention of the American National Live Stock Association, held at Colorado Springs in January, 1922, I note in Senator Kendrick's address, on page 21, under the caption "Cost of Marketing," a reference to figures compiled by the Bureau of Markets, showing advances in commission charges on live stock. I presume the figures used by the senator are a composite, representing an average of commission charges throughout the United States. I am convinced that neither he, the Bureau of Markets, nor your office desires to do the Omaha market an injustice. Our exchange has worked with your oganization in the past, and expects to continue to

do so in the future. We have likewise co-operated with Senator Kendrick, with pleasure, on more than one occasion, for the benefit of live-stock shippers in the territory tributary to Omaha.

In justice to the Omaha market, I should like to have you publish the following analysis of the figures of the Bureau of Markets, together with Omaha's figures. In the below table the first column of figures shows the percentage increases in commission charges from 1914 to 1921, as stated by the senator; the second column, actual commission charges at Omaha as of 1914; the third column, present commission charges at Omaha; and the fourth column, percentage increases at Omaha between 1914 and 1921:

	Composite Advances 1914-21	Omaha Com's 1914	Omaha Com's 1921	Omaha Advances 1914-21
Cattle—				
Minimum car-lots	80%	$12	$16	33⅓%
Maximum car-lots	85%	$15	$21	40%
Calves—				
Minimum single-deck	80%	$12	$16	33⅓%
Maximum single-deck	100%	$15	$21	40%
Minimum double-deck	117%	$18	$21	16⅔%
Maximum double-deck	67%	$21	$30	42⅓%
Hogs—				
Single-deck	62%	$10	$12-15	*50%
Double-deck	67%	$15	$17-24	*60%
Sheep and goats—				
Minimum single-deck	62%	$10	$14	40%
Maximum single-deck	60%	$10	$14	40%
Minimum double-deck	67%	$15	$20	33⅓%
Maximum double-deck	71%	$15	$20	33⅓%

* On hogs, our advance was a maximum of 50 per cent on not less than 55 hogs. Much of our hog business is done on less than a 50 per cent advance.

From the above it will be seen how misleading the composite figures quoted by Senator Kendrick are with regard to Omaha.

A. F. STRYKER,
Secretary-Traffic Manager,
Omaha Live Stock Exchange.

LIKES MR. MUNNECKE'S ARTICLE

DENVER, COLO., July 21, 1922.

TO THE PRODUCER:

I have just read with great interest the article entitled "Some Aspects of the Beef Trade," by V. H. Munnecke, manager of the Dressed Beef Department of Armour & Co., appearing in the July PRODUCER. This article seems to me one of the most important ever published in the magazine. Its treatment of the questions of supplies of cattle, export of beef, and domestic consumption is worthy of the most careful study by everyone connected with the cattle business. To the producer of beef who has poohpoohed the dairy cow, Mr. Munnecke's treatment of the dairy business, its rapid growth in the last twenty years, and the effect of dairy-cattle production and supplies on beef prices will come with something of a jolt.

On the side of scientific production, the statement of the relatively small percentage of first-class beef in the market constitutes much food for thought. On the side of scientific marketing, the statement of the kinds of beef required in different sections of the country can be studied with profit.

I am so convinced of the importance of articles of this kind, in the interest of scientific beef production, and also as furthering the logical co-operation which should exist between the packer and the producer, that I am going to venture to suggest that THE PRODUCER solicit from the heads of the dressed-beef departments of the larger packing companies an article of this kind for publication at least once every six months. Such an article, carefully prepared and giving the information contained in the article I have commented on, and particularly stressing changes and trends, will, in my opinion, be tremendously valuable to the live-stock producers of the country.

D. A. MILLETT.

COLORADO INCOME-TAX AMENDMENT

DENVER, COLO., July 29, 1922.

TO THE PRODUCER:

The amendment to the constitution of Colorado providing for a state income tax should be thoroughly understood by the farmer and landowner above all other citizens, since its discriminations are directed most strikingly against them. "The General Assembly shall . . . enact laws *exempting from all taxation* except an income tax, money, credits, bonds, book accounts, tax-sale certificates, debentures, other written evidences of indebtedness, and all corporate stock except the capital stock of banking corporations, and . . . imposing a uniform or graduated tax on any or all incomes," says the amendment.

Land is not exempted from taxes under the present valuation system. Improvements on land are not included within the exemption. For the owners of land the income tax is imposed in addition to the burden the land already bears. The amendment makes this clear.

Suppose the landowner has a taxable income of $5,000 and invests in other real property. After making his return for the income tax, his new capital will be assessed, and he must pay taxes on the assessed valuation as usual. Contrast his city neighbor, with the same taxable income, who lends it or leaves it in the bank. The constitution exempts this capital from all taxation but the income tax. This citizen pays only one tax on his capital, while the owner of land pays two.

Of course, the same discrimination applies to land already owned. The inevitable result must be to impair the value of land and increase the value of the new securities exempted by the amendment. This is the history of our experience with all tax-free property. It is the principle of a tariff created in favor of intangible assets and against land and chattels. It is a discrimination against the very person who should be favored, because he who pays doubly the burdens of government ought to enjoy commensurate benefits from government.

If the purpose of the amendment were to lessen taxation on land by shifting a part of that burden to the intangible assets which now evade the payment of taxes, the income tax would be a boon to the landowner. But that purpose can be attained only by limiting the present expenditure of public moneys, and there is no pretense that the promoters of the amendment are concerned with such a reason. The proponents of the change frankly state that they do not consider that we are taxed enough. Everyone who is advocating the state income tax demands more revenue for public expenditure, and supports his demand by the assertion that public benefits justify public spending. The theory of a constitutional limitation upon taxation—that theory of government upon which the very foundations of our state were laid—has been thrown to the wind under the plan of the state income-tax amendment. Under the state income tax the limit is the skies. "The General Assembly shall . . . enact laws imposing a uniform or graduated tax on any or all incomes," says the amendment.

Nor does past experience justify a hope that the amendment will lessen the burdens of the present system. When, a few years ago, it was proposed to change from the assessment of property at one-third its value to full market value, on the

plea that the levy rate would be lowered, did that new method have the result promised? We are now back at the same old rate, paying three times the amount of our old taxation.

The famous inheritance tax started out with a modest 2 per cent. Under the magic of three amendments, some of its provisions now make the tax 16 per cent. Yet it was said of that tax that it would lessen the burden of taxation.

Four or five times the constitutional limitation upon taxation has been amended through voted bonds to make way for the construction of roads and buildings, and now it is the common game to repeal that theory of public economy by constitutional amendment. What will be the end when our public spenders have no constitutional obstacle in the way of appropriating our property for so-called public purposes?

There never has been a tax which has had any other result than the invention of new ways to spend the new revenues.

It is submitted that the following conclusions are sound: (1) that the new tax will create new burdens and not lessen the old; (2) that it is impossible to budget government expenditures under the income tax so that the new burdens can be lifted by income-tax revenues, because (3) in prosperous years the income-tax revenues will be large and in years of depression they will not meet anticipations; (4) that in years of depression either the rate must be increased to meet the appropriations for old debts, or the burden must be thrown back on land and other tangible property; and (5) the land-owner must be the "goat."

RICHARD PEETE.

THE ROSEBUD COUNTRY

OMAHA, NEB., August 4, 1922.

TO THE PRODUCER:

For several years, at about the same season, I have been going through the Rosebud country of western South Dakota. On an auto trip through that section during the latter part of July I found conditions there the best that I have ever seen, although hail and water had done some damage in a few localities.

In the northern part of Tripp County, South Dakota, small grain is turning out better than last year, and is of better quality. Most of the farmers have to buy more twine on account of the grain being heavier. They have a normal acreage of corn, and it is in good condition and well advanced for this season of the year. Every indication points toward a heavier yield than they had a year ago.

There seem to be more shoats and hogs than usual in the entire Rosebud country, and, while there is some loss among the pigs and a few cases of sickness among the hogs, hogs are looked upon as money-makers.

What cattle there are in this section are in very good condition, but there is more grass than cattle, and, with a big corn crop and plenty of hay, there will be a good demand for feeders to eat up their corn and hay.

Farmers are milking more cows and selling more poultry than they did last year. In fact, many of them are selling enough butter, eggs, and cream to pay their ordinary living expenses; and, considering the price at which this good farm land can be secured, compared with the size of the crops produced, it looks like one of the best money-making sections I have visited in some time.

The stockmen of South Dakota are complaining considerably about their inability to get financed on their stock-cattle and breeding-cattle loans. They are able to get feed-lot money at reasonable rates, but no one seems anxious for the long-time paper; and that is what they ought to have, in order to develop the country and to increase their herds of cattle, so as to utilize their pastures.

W. B. TAGG.

RANGE PURCHASE NOT IN INTEREST OF PRODUCER

FORT WORTH, TEX., July 26, 1922.

TO THE PRODUCER:

In your June number I have just read an article by Fred Otley, of Lawen, Oregon, with reference to co-operative marketing, wherein he suggests the old plan of going back to the range to buy beef supplies. There are but very few people, of course, who will co-operate with him in this idea, and I will only make a few remarks on this subject, to give your readers a thought.

Last year we had a demand for some three hundred cars of steers monthly to go to the City of Mexico for beef purposes. These cattle were bought largely in southern Texas on the ranges, and shipped direct, at practically the same price as this class of cattle would have brought in the market. Whenever we had an order in the market for a train or two of these cattle, the market advanced from 35 cents to $1 per cwt. Had we had all these orders to fill on the market, it would have advanced the price on all the cattle coming to market at least $1 to $1.50 per cwt. I do not blame the Mexico, California, and Arizona buyers for buying where they could get the cattle cheapest; I am only mentioning this to show the inconsistency of going to the country to buy supplies, so that the producer might get more money out of it.

Competition is the only thing anywhere and on any commodity that makes the price worth while. I could give you many good reasons why competition is the life of trade. The same thing will apply to co-operative commission companies. The present plan of handling live stock in the market under exchange rules and regulations is efficient, just, and equitable; and charges, in my opinion, are in line with present prices of live stock and costs of what the commission men have to have to handle their business.

JOHN K. ROSSON.

WILL THE COWMAN BE ABLE TO SURVIVE?

YUCCA, ARIZ., July 25, 1922.

TO THE PRODUCER:

In most business enterprises one expects ups and downs, but these many moons the cow business has seemed all downs. In Arizona range conditions in 1920 and 1921 were anything but satisfactory. Losses were estimated at all the way from 15 to 50 per cent. While 1922 promises much better, the calf crop is bound to be very short, owing to the poor condition of all breeding stock the past two years. Up to this date there has been no general rain in this locality, but local showers keep one hopeful. A storm on May 10 was of untold benefit to the range, and cattle are holding up well.

Market conditions are just as bad as they can possibly be. If something does not turn the deal into a favorable run for the range cowman in the near future, he will be seen only in the movies; for he is certainly being pushed out of business. Those who have been able to take advantage of federal loans are charged 8 per cent by the local banks, and this, with the added expense of six months' renewal and consequent instability, makes only a very slight reduction from the 10 per cent the banks were getting on two-year paper.

Of course, some people seemed to court adversity. Automobiles are all right in their places, but few cow outfits need three or four, and none of them need an eight-cylinder car. The people who lent money on inadequate security, hoping to collect high interest, are equally to blame with the impecunious, but hopeful, investor who borrowed more than the value of the outfit he invested in, then added the price of two or three auto-

mobiles, a new house, a garage, and a trip to the coast every few months; never having money enough from the sale of his steers to pay overhead expenses, not to mention interest, taxes, and principal. Neither do I think it fair for the "honest-to-God" cowman, who carries his grub to camp on a pack-mule, lives in isolation equal to Robinson Crusoe's, and is on the job twelve months every year, to be compelled to sell his dearly bought bovines at the starvation prices the avaricious money-lender is forcing upon him in order to retrieve his own "shorts."

A Wallapia Indian was talking a few days ago about a cow outfit that is known to be insolvent. "When he got money, buy gasoline, no buy barley," he said. "Now he no got money; no got gasoline; no got barley." There are others!

MRS. M. P. CHAPMAN.

MOUNTAIN LIONS BEING EXTERMINATED IN ARIZONA

CAMP VERDE, ARIZ., July 24, 1922.

To THE PRODUCER:

Depredations by mountain lions have almost ceased on the Beaver Creek and Mud Tank ranges of Camp Verde, Arizona. After suffering great losses in the last three years, we have practically exterminated the lions in this locality. The Beaver Creek Stock Association placed a bounty of $100 a head on all lions caught within its territory, with the result that in less than one year there were twenty-two killed. Up to the present time there have been fifty-five lions killed in the Beaver Creek and Mud Tank districts through the bounty system and the predatory-animal department of the Bureau of Biological Survey.

Since mountain lions have become so scarce in this section that bounty men will not stay, and to guard against the possibility of their again increasing in number, a salaried hunter is kept continually on the range. Half of his salary is paid by the cowmen and half by the Bureau of Biological Survey. The hunter is under the jurisdiction of the cowmen. This system has proved entirely satisfactory to all.

It is the intention of the cattle men of this district to keep a hunter here for an indefinite length of time, irrespective of whether there are any lions or not, so as to insure us against any more losses from these stock-destroying animals.

E. F. DUGAN.

ARIZONA WILL HAVE GOOD CALF CROP

TUCSON, ARIZ., July 11, 1922.

To THE PRODUCER:

Since about June 20 we have been having some fine rains in this locality. In many places cattle are eating green feed, which is twenty days earlier than in ordinary years. The calf crop is very late, but promises to be good. Cattle are in splendid condition, and the early season insures fat cattle this fall. Very few steers were sold this spring, and there are at least 15,000 head for sale in this vicinity.

W. M. MARTENY.

SOUTH DAKOTA HAS IDEAL SEASON

MITCHELL, S. D., July 26, 1922.

To THE PRODUCER:

So far we have had a splendid season in this part of the country. We are harvesting a very good small-grain crop, and with a little more rain we shall have one of the best corn crops that we ever had. In the range country west of the Missouri River crops and grass never were better. Cattle are fatter than they have been for years, but they are very scarce compared with other years. Most of the cattle that were on feed in this section have been marketed. About the usual supply of hogs will go to market from now on.

ARTHUR GIFFORD.

MONTANA SHORT OF CATTLE

MELVILLE, MONT., July 29, 1922.

To THE PRODUCER:

Grasshoppers are getting some of our range in this section, but in such districts as have escaped the pest there is a tremendous amount of grass—and very little stock to eat it. Although some of the big outfits have been bringing in quite a number of southern steers, Montana will have but very little beef to ship out this fall.

W. H. DONALD.

PACKERS AND STOCK-YARDS HEARINGS POSTPONED

A NUMBER OF HEARINGS called by the Packers and Stock-Yards Administration have been postponed. The hearing on the complaint against stock-yard charges at Peoria, Ill., begun in that city on July 6, has been continued until September 25. The hearing on reweigh charges, which was to have been held in Omaha on July 10, has been postponed until September 18. The Chicago hearing, postponed from June 26 to July 25, has been put off until September 11. The hearing on commission rates for the Baltimore market, scheduled for July 18, has been postponed until August 17, and the order suspending the application of the new rates established by the Live Stock Exchange will be in force for another thirty days.

Hearing on the petition on live-stock commission charges filed by the American National Live Stock Association and other live-stock organizations will probably be held early in September.

BETTER SIRES—BETTER STOCK CAMPAIGN

IN THE CAMPAIGN for the improvement of live stock carried on jointly by federal and state agencies under the slogan "Better Sires—Better Stock" there were on July 1, 1922, listed a total of 330,976 quadrupeds (cattle, horses, asses, swine, sheep, and goats). Cattle numbered 134,919, swine 76,013, and sheep 98,964. All the males were pure-bred. Of the females the percentages representing the different classes were as follows:

	Cattle	Swine	Sheep
Pure-bred	36.5	63.6	19.2
Grade	51.6	28.8	59.7
Cross-bred	8.4	6.5	19.7
Scrub	3.5	1.1	1.4
	100.0	100.0	100.0

The proportion of scrubs is rapidly decreasing. Ohio is the leading state in this movement.

Total savings deposits in the United States on June 30, 1922, amounted to $16,618,595,000, or $165 per capita. New England leads with $371 per capita. The southern states have an average of only $45 per capita.

Taxes wouldn't seem so high if the taxpayer felt he was getting something for his money.—*Kansas City Star.*

WHAT THE GOVERNMENT IS DOING

WASHINGTON LETTER

BY W. A. ANDERSON

WASHINGTON, D. C., July 30, 1922.

THE PROPOSED CLOTURE, limiting debate on the tariff, was voted on July 7 and failed to secure the two-thirds vote necessary for its adoption, making it possible for the unlimited excursion into the realm of talk to go merrily on. There is reason to believe, too, that some senators who three weeks ago were ostensibly earnest advocates of the merits of a cloture are secretly well satisfied that it failed to be adopted; for it may now be definitely stated that there will be no tariff legislation enacted prior to the November elections, thus eliminating the reaction incident to putting the law into effect, which would almost certainly be detrimental to the party in power, owing to the fact that all tariff laws, good or bad, have a disturbing influence on business when they first begin to operate.

The passage of the tariff bill by the Senate is not now expected before the first week in September, and the more conservative observers are inclined to the view that it will probably be the middle of September before the bill is ready to go to conference. By the time the Senate has passed the measure it will contain about 2,000 amendments, while the 678 separate paragraphs in the bill as it passed the House have been increased to 716 by the Senate. Such a great number of amendments would require a long time for consideration under a normal tariff revision before the conferees could agree. The work of the conferees will be rendered more difficult by the fact that the House bill is predicated on the American-valuation plan, while the Senate bill is based on foreign valuation. The views of the Senate and House leaders on this feature of the bill are widely divergent, and are sure to lead to prolonged and bitter controversy.

The Senate during the past week adopted the committee's graduated scale of rates on raw wool, based on a duty of 33 cents per pound on scoured wool. The fight on the wool schedule called forth more acrimonious debate than any other schedule in the bill, and a number of heretofore staunch high protectionists—including Lenroot, of Wisconsin, and Nelson, of Minnesota—have joined the minority in an effort to beat down the rates on wool, particularly those proposed on some of the lower grades. The schedule was just as earnestly defended by its proponents, both Republicans and Democrats, for the wool-producing states of the West. The bitterness of the fight on wool was accentuated by a resolution introduced by Senator Caraway, of Arkansas, which proposes an investigation to show whether or not senators are interested financially, as has been charged, in the duties on wool and other commodities voted into the pending tariff bill. Mr. Caraway asked for unanimous consent for immediate consideration of the resolution, but Senator Wadsworth, of New York, objected. The resolution brought forth the statement from Senator Gooding, of Idaho, that he would "plead guilty" to owning a few sheep, and he declared that, if he had violated any law, he would resign.

The wool schedule is now virtually out of the way. There yet remain to be considered the rates on silk, paper, and sundries, and the free list. When these schedules have been disposed of, the Senate will take up the administrative features of the bill, which are highly controversial and will undoubtedly call forth a great deal of discussion.

Duties adopted during the month's consideration of the tariff bill, in which the agricultural interests are particularly interested, include 7 cents a pound on long-staple cotton, 15 cents a pound on shelled almonds, 30 cents a bushel on wheat, and 78 cents per hundred pounds on flour. The committee rates on milk, cream, poultry, and honey received overwhelming indorsements.

President Harding has championed the plan for the enlargement of the powers of the Tariff Commission, and it is said that he will insist upon a provision to that effect being included in the pending tariff bill. Senator McCumber, of North Dakota, chairman of the Finance Committee, announced on the floor of the Senate that many changes made in the bill since its introduction have been occasioned by changing conditions from day to day. It is the contention of the President that, if such conditions prevail when a measure is under consideration, they will likewise prevail when the bill becomes a law, and some permanent machinery for alteration must be provided.

While the West has felt the unfavorable reaction of the coal and rail strikes less acutely, perhaps, than the more populous industrial centers of the East, it nevertheless has its very menacing aspects to both farmers and live-stock producers. Its continuation another week will have a very serious effect on the seasonable movement of crops and live stock to market. Unemployment incident to the strikes has also had a marked effect on the consumption of foodstuffs, particularly meat products. Therefore the announcement that both coal and rail strikes are likely to be ended within the coming week is good news to the agricultural producers as well to to the country at large.

The Senate Committee on Agriculture and Forestry on July 15 refused to report favorably a plan for developing the Muscle Shoals—the government's $106,000,000 project. All proposals submitted to the committee, including those of Henry Ford, the Alabama Power Company, and that offered by Senator Norris, of Nebraska, were rejected by a majority of the committee. Henry Ford's tender came the nearest to receiving a favorable report. It was rejected by a vote of 9 to 7, while the Norris proposal was voted down 9 to 5. Orders were received July 14 by army officers at Muscle Shoals to resume construction work on Wilson Dam No. 2 at once, using the unexpended portion of the appropriations originally provided until the new appropriation of $7,500,000 becomes available October 1.

The plan of Senator McNary, of Oregon, for a congressional investigation of the possibility of providing government crop insurance was approved by the Senate Committee on Agriculture and Forestry on July 13.

Farmers of the Middle West are deluging their delegations in Congress with protests against the enactment of the ship-subsidy bill. As an indication of sentiment against the bill, it is stated that a poll of the membership of the Iowa Farm Bureau Federation and the Iowa Farmers' Union records a vote of 30 to 1 against the measure.

Plans are now under way for the establishment of a National Transportation Institute in Washington, to be headed by Edgar E. Clark, formerly chairman of the Interstate Commerce Commission, which has indorsed the project. It has also been indorsed by President Harding and leading members of Congress. A fund of $1,000,000, to be subscribed by both shippers and the railroads, to finance the project, is the goal set by the organizers of the institute.

The Department of Labor, through the Bureau of Labor Statistics, has completed its compilations showing changes in the retail cost of food in twenty-two representative cities of the United States. The figures show that, as compared with the average cost in 1913, the retail cost on June 15, 1922, was 55 per cent higher in Richmond; 50 per cent higher in Washington, D. C.; 47 per cent higher in Scranton; 46 per cent higher in New York; 45 per cent higher in Baltimore and Chicago; 44 per cent higher in Cincinnati and Philadelphia; 43 per cent higher in Milwaukee; 41 per cent higher in Atlanta, Dallas, and Providence; 40 per cent higher in Fall River; 39 per cent higher in Pittsburg; 38 per cent higher in Kansas City and Manchester; 37 per cent higher in Newark and New Haven.

QUARTER-MILLION CATTLE TESTED MONTHLY

THE TUBERCULOSIS-ERADICATION WORK carried on by the Bureau of Animal Industry in co-operation with state agencies is proceeding apace. In the month of June 24,528 herds of cattle, comprising 250,886 head, were tested. Of these, 8,810, or 3.5 per cent, reacted. A total of 1,548,183 head have been once tested and found free of the disease, 363,902 are on the accredited, tuberculosis-free list, 2,616,395 are under supervision, and 508,128 are on the waiting list.

In recent months the most encouraging development in the work of eradicating tuberculosis, in the opinion of bureau officials, has been the number of counties that have made a complete clean-up of the herds on every farm. This area work is demonstrating that complete eradication is not a dream, but a practical possibility. The work will be paid for by more efficient herds and better products.

WAR MATERIALS FOR ROAD-BUILDING

SURPLUS WAR MATERIAL valued at $139,773,986 had been delivered to the states for use in road construction up to July 1. This material, consisting of all sorts of supplies and equipment suitable for road-building, was distributed on the same basis as monetary federal aid. Probably of greatest value have been the 29,325 motor vehicles, comprising 24,752 trucks and 4,573 automobiles, in addition to a large number of tractors.

There is still a large quantity of material in this country for distribution. This will be further increased by material used by the army of occupation in Germany.

A congressional bloc dedicated to the promotion of efficiency and economy in the administration of public affairs would win the plaudits of the nation.—*Columbus Dispatch.*

THE MARKETS

LIVE-STOCK MARKET IN JULY

BY JAMES E. POOLE

THIS WOULD BE a desirable world to live in, if something did not always happen; and, somehow or other, it never fails. Just about the time the cattle market was acquiring a healthy stride and the public had resumed eating beef, approximately two hundred thousand names were erased from the nation's pay-roll, resulting in corresponding curtailment of beef demand. One week beef trade was a high-rolling affair, prompting packers to put out statements flavored with elation; the next it literally went to pieces, and once more beef trade was "rotten," to use vernacular.

Prime Cattle in Sight of $11 Mark

July developed a set of somewhat chaotic cattle-market conditions. Early in the month, while the miniature boom was under way and hope ran high, killers got few decent steers below $9, and sales above $10.25 were rare. Then came the inevitable débacle, the $9 to $9.50 kind at the high spot dropping to $8 to $8.50 almost overnight, and warmed-up bullocks, eligible to $10 when the going was good, executing a dive that landed them on the $9 shelf or thereabout. Meanwhile good cattle continued their steady ascent to loftier heights, until the $11 goal was in sight, when the slip occurred. Some prime bullocks did reach $10.85 at the crest of the July rise, and, had not a set of adverse conditions been somewhat fortuitously injected into the situation, the pace might have been maintained.

Texas lived up to its reputation as a price-breaker. Its annual performance in this respect was deferred by the long winter drought, but the moment southern cattle had accumulated enough beef to justify running they were put aboard the cars tumultuously and multitudinously—with the usual sequence. The flood engulfed Fort Worth primarily, spending its force at Chicago, where packers received enough Texas cattle, either direct from pastures or rebilled from other markets, to warrant an old-fashioned shake-down. A market that had been bragging of stabilization literally went to pieces.

Feeding Season Favorable

It has been a good grazing season; cattle came through the winter well; feeding corn on grass was popular, and the whole cattle country was out after "some of that good money" which feeders had been pocketing since early in the winter,

when the cattle business emerged from the red. The heavy stocker and feeder movement of the first four months of the year—30 per cent greater than that of the corresponding period of 1921—was not evidence of an effort to get back into the cattle business, but rather to make a quick turn, incidentally using up a lot of corn that would otherwise be without an outlet. Thousands of fleshy feeders went from the markets back to the country in February and March that could not have been absorbed by beef trade at that time had they been converted into beef, so that the country actually stepped into the breach and protected the market. Return of these cattle insured a heavy June and July run of beef, especially at Chicago, which attracted a lot of Nebraska stuff. Chicago July receipts were 50,000 head in excess of the same month last year, and, as prices ruled considerably higher than at that time, the market stood up well under what was obviously a load.

Strikes Restrict Beef Consumption

The break was precipitated by the heavy slaughter at all points of the weeks ending July 15 and 22. At that juncture prolongation of the coal strike was exerting a repressive influence on beef consumption, not only in the mining areas, but at industrial centers, which were feeling the pinch of fuel shortage. Railroad centers were also affected, the usual demonstration being made that, when the pay-roll is suspended, beef is the first food commodity to suffer. The rise in cattle naturally forced wholesale cost up several notches, and, as usual, the retailer did not overlook the opportunity to pyramid prices. Grass cattle meanwhile materialized at the market from all points of the compass, registering a motley bovine aggregation of varying age, color, conformation, and condition, a large proportion of the run representing the most uneconomical kind of production.

Market Becomes Saturated

By the end of July the beef market was thoroughly saturated. Fortunately, at that juncture the country applied the brakes, and, as the carriers were in some instances so crippled by the shop-workers' strike as to be unable to move live stock, the glut disappeared; whereupon the market promptly showed signs of animation. This is one of the gratifying signs of the times, indicating that beef-distribution channels may become temporarily congested, yet relief is prompt. Even with the strike handicap, the July cattle market would have been a creditable affair but for free marketing of cattle everywhere.

Producers are nervous—a condition manifested by clamor for cars whenever the market appears to be in receptive mood. There has been a raft of half-fat little yearlings at killers' disposal right along—cattle that could have been carried on economically, given an effective corn-crib cross, and marketed in September and October. Saturation was also facilitated by the seasonal, although somewhat smaller, grist of common light grassers—stuff that could have been more profitably vealed at the 250-pound stage, and lost money for somebody ever since weaning time. St. Louis received a procession of Arkansas "heretics" and other trash, and proof was made that the Gulf-coast "sea lion" is not yet extinct. If trash could be eliminated from the cattle supply, the pathway of the producer through the market would be materially improved.

Grassers in Generous Supply

Promise of a liberal August run of grassers was contained in decided supply expansion, especially at Kansas City, the last two weeks of July, that market taking the lead in a numerical sense, probably to hold it for several months, as southwestern pastures are full of cattle that must go to the shambles before frost cuts feed down, and they will be run persistently. There is no way of determining, even approximately, how many cattle are being corned on grass east of the Missouri River, but there is undoubtedly a dearth in dry lots that were full a year ago, and east of Chicago even grassers will be scarce. The making or breaking of the summer and fall market is therefore largely up to the Northwest—as uncertain a factor now as in the past. Unless killers get enough beef to effect an accumulation, they will not be able to knock the market down and sit on its prostrate form, as was done last year; and, if the coal and rail strikes are settled, daily beef consumption will promptly revive, rendering any considerable accumulation impossible.

At the end of July choice bullocks were flirting with the $11 mark, but only a miniature portion of the crop was eligible to $10 or better, and killers had access to a lot of good cattle, corned on grass, that sold anywhere from $8 to $9.25 per cwt. They were buying straight grassers at $6.50 to $7.50, but little beef of decent quality was available below $8 on the hoof. Good kosher cows were eligible to $7 to $8, but $5 to $6.75 took the bulk of the cows going into dressed-beef channels; heifers selling mainly at $6 to $7.75, although good heifers were worth $8.50 to $9, if on the yearling order, condition being an essential factor. Canning and cutting cows were on a $2.50 to $3.75 basis, bologna bulls sold largely at $4.65 to $4.85, and fat bulls anywhere from $5 to $6.50.

Medium Classes to Fluctuate

Under such disturbed conditions as exist at the moment, prediction is impossible. It is evident, however, that a spread of $8 to $9 will take a large slice of the steer crop during the next sixty to ninety days, and that prime bullocks of all weights will command a substantial premium, this referring to such steers as are now selling above $10. The $9.25 to $9.75 kinds will fluctuate wildly, according to beef-market needs, as killers will take them for substitution purposes whenever prime cattle are scarce and it happens that current supply of the next-best grades is not excessive. During the good market early in July short-fed steers sold at $9.75 to $9.90 that did not compare with cattle then selling at $10.25. Killers have a habit of cheapening paper cost, suggestive that sometimes they try to fool themselves. Possibly the secret is that when prime cattle are abnormally scarce consumers are required to pay prime prices for second-grade stuff. Hotels, dining-car buyers, and high-class restaurants know what they are getting and demand standard goods; the average buyer can be imposed on —and is, especially in such emergencies as the present.

Feeder demand will have much to do with making the summer and fall market on such cattle as are now selling at $6.50 to $7.75. That demand has lagged for several reasons, among them being the slumpy condition of the fat-steer market subsequent to the July rise, uncertainty regarding transportation, an impression that picking would be easier later when green cattle reported at the market more numerously, dry pastures, and an obscure new-crop corn prospect. When the feeder gets seated squarely in the saddle, the prospect will be less opaque.

Hog Production Heavy

Is hog production in danger of being overdone? The thing is possible, but improbable—at least for several years. Apprehension, nevertheless, exists. It is voiced in Washington, where Dr. Taylor, chief of the newly created Bureau of Agricultural Economics, recently urged caution in increasing fall litters, despite the fact that pigs farrowed last fall have been realizing anywhere from $10 to $11 per cwt., until the July break took the edge off the market. Dr. Taylor bases his opinion on the fact that a survey made recently by the Department of Agriculture indicates an increase of 49 per cent in the number of sows bred for fall litters. This sounds formidable,

but the fact must not be overlooked that fall-farrowed pigs constitute but a small percentage of the year's crop and invariably go to market at weights popular with killers during the summer months.

Until early in July the hog market flew high. Despite a heavy run, prices were well maintained all through June, when the break usually occurs, attributable to activity on the part of small packers; but during July the supply burden grew excessive, the country deluged the market with fat sows, lard began piling up at the storage centers, and the German mark kerflopped to the lowest level of the inflation period, reducing export buying; the whole combination of circumstances constituting a straw that bent the camel's back. On the slump good hogs dropped 50 cents per cwt., bum hogs about $2, widening out the spread and putting average cost at Chicago down to $9.25, some heavy packing stuff selling as low as $7.50.

Price Recession Predicted

There is ill-concealed apprehension, everywhere hogs are grown, that present prices are untenable. The big packers are as volubly bearish as a year ago when they predicted a $5 to $6 winter market. Whether or not the forecasting they are doing at this juncture is credible remains to be seen, but they are less explicit than at the corresponding time last year. They merely insist that prices must work to lower levels, unless export demand expands, as that outlet is the value-determining factor of the entire lard production.

Packing sows began running early this season, and have been keeping up the gait ever since. Many sows lost their pigs, and were immediately put on corn; others had small litters, resulting in much doubling-up, and, as corn was cheap and hogs high, there was inducement to feed it. But for the fact that the public was consuming both meats and lard in enormous quantities, the slump would have been more emphatic.

It looks as though every sow that was bred last fall had either already gone to the shambles or was destined to have its throat slit at no distant date. With smooth sows selling around $9 per cwt., this practice looks economical, although it necessitates the use of gilts for next spring's pig crop; and young animals are never prolific. To make matters worse, these gilts are permitted to run with fattening hogs, further impairing fecundity. It reduces the number of aged sows; also lard tonnage; but under present conditions there is no doubt of enough lard to go around. Meats sell readily, especially light stuff.

Difficult to Make Forecast

Uncertainty as to the volume of the growing pig crop at the maturity stage, the European exchange situation, and domestic industrial unrest make forecasting concerning the winter hog market impossible. Germany would buy three pounds of meat and lard where she is now able to take one, if the mark possessed even a reasonable buying power, instead of being worth its weight in wall-paper. Pork is popular with the industrial masses, and the big packers have been deprived of market control by a group of competitors who have manifested an ability, since the war, to stay in the packing business. According to the somewhat hastily taken government survey, the spring pig crop was only 14 per cent heavier than last year, but every pig possible is being saved, and no effort will be spared to get them through to the maturity stage. This may take next winter's market out of the $10 level, but there is every reason to assume that hogs will pay well for their board.

Packingtown psychology is easily diagnosed. For three successive seasons the big packers have managed to get on the wrong side of the hog market—a performance that has cost them an incalculable sum of money. They should have taken the bull side of the proposition early last winter, and in refusing to do so they invited a penalty. The packer is not to be blamed for his present mental attitude.

Lard Stocks Light

Lard has few friends, although the present stock is considerably lighter than that of a year ago, or even the average of the past five yeass, and consumptive demand is healthy. One of the few friends of lard is W. L. Gregson, registrar of the Chicago Board of Trade and a provision specialist of note, who is prepared to demonstrate that the commodity possesses intrinsic value, that it is the cheapest animal food available, and that high-priced cottonseed oil and a short cotton crop practically eliminate lard substitutes from the competition. Gregson believes lard will go higher the moment the heavy summer run of sows diminishes.

Majority sentiment favors lower hog prices next winter; and reference to the "dope" will disclose the fact that majority sentiment has been wrong nine times out of ten.

Lambs Have Dollar Decline

Lambs have been earning good prices, although the market had a sheer drop of $1 per cwt. during July. Early in that month prime western lambs flirted with the $14 mark, but when the break came the top price was speedily depressed to $13, and good lambs, both native and western, sold at $12.50. July started a liberal movement from Washington, Idaho, and Oregon that had to meet keen competition at eastern markets

from Virginia, Kentucky, and Tennessee lambs. Jersey City—the dumping-ground of the East and the middle South—was erratic as ever, its seasonal performance prompting the Bureau of Agricultural Economics to hold a stabilization conference late in July, at which ways and means were considered of curing the Jersey City lamb market of its eccentric habits. Whenever Jersey City breaks a dollar or more, the groundswell is felt as far west as Denver, so that stabilization down that way would exert a healthy influence all over the country.

At the end of July fat lambs were selling mainly at $12 to $12.85, with the feeder end of the western crop at $11.50 to $12.30; cull native lambs, of which there was an abundance, going at $8 to $8.50. Fat ewes were worth anywhere from $3 to 7.25 per cwt., according to weight, which was severely penalized. Not enough wethers were available to make a market, but they were quoted at $5.75 to $8.50, yearling wethers selling at a range of $8 to $10.75. Breeders were paying anywhere from $5 to $11.50 for ewes, according to age, yearlings being at the pinnacle.

Southern Stuff Cleaned Up

The market has shown signs of recuperation on every short run—always a healthy manifestation. Once the Virginia, Tennessee, and Kentucky crops are out of the way—and they were practically all in early in August—the situation should improve, as it is evident that feeders are hungry for second cuts of western lamb bands, having already violated precedent by taking out natives for finishing purposes. The native lamb crop in the Corn Belt states is short, has been running freely, and may be in early. The September and October market will depend on what proportion of the western lamb crop is retained for finishing purposes in the trans-Missouri region and the appetite displayed by Corn Belt feeders, who had bought few thin lambs up to August, but will need a couple of million or more, if they are to be had.

Lamb-feeding would undoubtedly be overdone during the coming winter if it were possible to lay in enough western stuff. This is improbable, although a more equitable division will be made between the percentage of lambs going direct to the shambles and those going to the feed-lot than was the case last season, when killers were forced to handle half-fat western lambs by the hundred thousand, in consequence of a restricted feeder outlet. What fed lambs will realize next winter is anybody's guess, but a $14 to $15 trade is confidently predicted, especially as the wool market gives promise of remaining in a healthy condition.

Fat Sheep Not Popular

Fat sheep—especially the big, sloppy kind—have no reliable market. They are up 50 cents to $1 per cwt. one week, only to lose it the next. Killers can vend a little heavy mutton, but the moment they have access to a single pound over actual requirements values are put on the skids. Corn Belt breeders have furnished the live market with substantial support, taking out enough stuff to start a scramble among killers at intervals.

Both sheep and lamb markets have probably seen the worst of this season's vicissitude. Early in August the market displayed a disposition to pick up, and, if the usual September glut can be averted, few fat western lambs should sell below the $13 line, especially if feeders get into the saddle.

STOCKER DEMAND FLUCTUATING

J. E. P.

STOCK-CATTLE TRADE has been flighty. Adverse factors were dry weather, corn-crop uncertainty, and the rail strike, which promptly crippled the movement. On the other hand, the fat-cattle market has been reasonably satisfactory, corn is plentiful and cheap in many localities, and there is an undoubted shortage of young cattle, especially in territory tributary to and east of Chicago. Inquiry is voluminous, indicating an intention to buy cattle when the opportune—or, to be more exact, the psychological—moment arrives. A general impression exists among corn-belters that cattle shortage in the West has been exaggerated, that the September-to-December period will find the central markets well supplied with light and fleshy steers, and that a waiting game will prove profitable. Commission men have, as a rule, advised their clients to exercise patience.

As all the thin cattle laid in last fall made money, it is a foregone conclusion that the Corn Belt will stock up. Corn-crop developments during the next thirty days will be a factor, and, should frost create a considerable acreage of soft corn in December, a cattle-buying rush will ensue. In any event, cattle will be wanted, as the chimera of a cash market for any considerable portion of the corn crop has been effectively disposed of. A prolonged early-summer dry spell all over the region east of the Missouri River has been followed by pasture-reviving rain, insuring feed and a luxuriant growth of aftermath when small grain has been harvested. Should the sequence of this be another good corn crop, thin cattle will be wanted in the worst way.

Feeders show a determination to get the maximum number of cattle for their money, which means that they will sacrifice quality to cheapen cost, creating an outlet for cattle of indifferent, if not common, breeding. All the low-priced cattle laid in last fall made substantial margins; consequently they are popular. It may be possible to overdo this method of feeding, but if experience in recent years is a guide-post, killers will go to the cheaper grades of light steers next winter and spring, especially if Texas is not in a price-breaking position, as was the case this year.

On the midsummer market a spread of $5.50 to $6.75 has bought most of the stock cattle. The market has been fickle, and more subject to violent fluctuations than early in the year. A dollar break late in July found congestion at Missouri River markets, for which the rail strike was partly to blame. Feeders have a habit, however, of refusing to buy on breaks, on the theory that prices will go still lower. A dollar advance would probably develop a buying furore.

Western cattle destined for the stocker outlet should be held as long as possible. Each week is likely to improve the position of producers, and to weaken that of the feeder, who is disposed to hold off. If the rail and coal strikes can be settled and beef consumption revived, packer competition will be effective in making prices on a lot of light stuff that will miss competition otherwise. The time to buy stockers will be on such breaks as occurred late in July, provided the buyer has a place to put the cattle.

A good corn crop will promptly broaden the outlet for fleshy feeders, which have been neglected recently, especially if fat cattle hold up meanwhile. Feeders are partial to a

quick turn, and everybody following that method during the past six months has cleaned up well.

Michigan has been a free buyer of stock cattle all through this season, and every outlet into feeding territory east of Chicago has broadened. Last year relatively few thin western cattle went into this region, resulting in a clean-up of local stocks, so that, unless replenished from the West this season, feeding will be reduced to small volume. Ohio, Pennsylvania, Virginia, and Maryland will require a large number of western cattle, if they are to continue in the beef-making business.

THE DENVER MARKET

BY W. N. FULTON

AT THE CLOSE OF TRADING on July 31 the Denver live-stock market continued its standing as the only important market in the country to show an increase in receipts of all classes of live stock so far this year, as compared with the corresponding period of 1921. For the first seven months of 1922 the Denver market shows a gain in cattle, as compared with 1921, of 84,544; in hogs, of 22,243; in sheep, of 57,424; and in cars, of 1,911. Other markets may show an increase in one or more particular classes of stock, but none of them show increases all along the line, excepting Denver.

The cattle trade was active during the month, and the producer was well pleased with returns. A material advance in the price of fat steers and a slight reaction in the price of cows featured the trade. Good steers sold early in July at $9 to $9.25. Later the same grades advanced to $9.50, and at the close of the month best heavy steers were selling at $9.75 to $10, the latter being the top price for the year and top here for several years. Denver prices at the close of the month were generally considered $1.50 to $2 higher than one year ago on all classes of cattle. Grass steers began to move marketward during the month, and sold at $8 to $8.50 for good grades. Good fat dry-lot cows sold early in July at $7 to $7.25. Few were coming at the close of the month, but quotations ranged from $6.50 to $6.75 for a good grade. Grass cows sold at the close of the month at $5.50 to $6. Stockers were bringing $5.25 to $6.25 early in July, and a month later they sold at $5 to $6. Feeding steers were taken out late in the month at $7 to $7.65. Total receipts of cattle at Denver for July were 29,932, as against 32,029 in July, 1921.

The hog trade was fairly active during the month, and a good volume of business was done. Midsummer supply is holding up well, the total receipts for July being 27,044 head, against 24,785 in July last year and 37,918 in June this year. Good handy-weight hogs were selling at $10.10 early in July. The same grades later went to $10.60, but the market dropped slightly at the close of the month, and on July 31 top hogs sold at $10.25. Pigs were good property during the entire month, best grades bringing $9.50 early in the month and later selling at $10. The demand for stock pigs was better than the supply.

The sheep supply was very good during the month. A total of 54,487 head were received, as compared with 68,200 in July, 1921, and 16,594 in June. The market was fairly active during the month, but prices were somewhat lower at the close than one month ago. Good lambs were selling early in July at $12.50 to $13, while later the market went to $13.50 for the best. Late-month declines sent best fat lambs to $12, with a fair grade at $11.50 to $11.75. Ewes closed higher than the month before, selling at $6 to $6.50 for the best, while good fat ewes were selling early in July at $4.50 to $5. Little trading in feeding lambs has been done on the open market, but some contracting on the range has been reported at $10.25 to $11. A good trade in feeders is anticipated on the open market later.

THE CALIFORNIA MARKET

BY R. M. HAGEN

THE SAN FRANCISCO MARKET remains about steady, with sales reported at the beginning of August at 5 to 5½ cents for cows f.o.b. ranch, and 6 to 6¾ cents for the average run of steers, with few sales of very choice fat steers at 7 cents. The Los Angeles market likewise appears to be holding steady, with sales reported at 7¼ to 7½ cents delivered in Los Angeles, and sales f.o.b. ranch reported at from 6¼ to 6½ cents for steers. Cows are selling at from 5 to 5½ cents at the ranch, and calves are bringing as high as 9 cents at the ranch and 9½ cents in Los Angeles.

It seems as if the supply of fat cattle for the next thirty days would be inadequate to meet the demand, provided it is spread over that entire period. Only dumping of fat cattle into the market will cause any break at the present time. The market should improve during August, because of the shortage of fat stuff.

Feeder cattle are being bought for 5½ cents, and there seems to be a good demand for this class.

IMPROVING EASTERN MARKETING METHODS

J. E. P.

JERSEY CITY has been selected for a test of reformatory marketing methods. The Atlantic-coast bourse has been notoriously erratic in the past, especially in the case of sheep and lambs. This season it has been less erratic than usual, but fluctuations of $2 to $3 per cwt. in lambs almost overnight have been the Jersey City habit. As it is the end of the route, shippers unfortunate enough to land there during a slump have no alternative but to swallow their medicine.

If Jersey City market antics exerted only a local influence, the evil would be minimized; but a slump there is promptly

passed along to Chicago, thence to Missouri River markets, its adverse influence being felt wherever lambs are raised. In most cases a break at "Jersey" heralds a bad market all over the country.

What does it? Many things. Jersey City is the outlet for the lamb crop of the Virginias, Pennsylvania, and eastern Ohio. New York eats more lamb than any other city in the world, but its capacity is limited at that. The moment saturation begins, killers take advantage of the opportunity for grand or petit larceny, as the case may be. A score or more of city butchers tuck their knees under a bargain counter, grab everything in sight at their own prices, and make a killing. Last summer a New York butcher boasted of purchasing 10,000 lambs there during a break, and getting his money out of the pelts. Prices frequently aviate on short runs, whereupon shippers in adjacent territory "holler" themselves hoarse for cars; and it not infrequently happens that Chicago speculators, responding to the incentive of a runaway market at Jersey City, put several trains of western lambs on the rails, only to reach Jersey City in time to be involved in the logical break. Killers also ship lambs to Jersey when prices are momentarily high, to aggravate the situation.

To consider measures for ameliorating this condition, the Department of Agriculture held a conference late in July, at which various remedies were suggested. The matter was finally turned over to a committee to probe and submit recommendations. If the Jersey City lamb market can be cured of the habit of instability, there will be reasonable hope of regulating other markets. One idea enunciated is that of educating producers to refrain from loading in the country in response to sharp bulges, thereby creating a glut; another, to restrict loading through railroads; and still another, to regulate rebilling from western markets by killers and speculators, which has always been a fruitful source of trouble.

LIVE STOCK AT STOCK-YARDS

APPENDED ARE TABLES showing receipts, shipments, and slaughter of live stock at sixty-seven markets for the month of June, 1922, compared with June, 1921, and for the six months ending with June, 1922, compared with the corresponding period in 1921:

RECEIPTS

	June		Six Months Ending June	
	1922	1921	1922	1921
Cattle	1,758,592	1,580,328	9,773,199	9,015,981
Hogs	3,776,359	3,508,830	21,881,010	22,231,333
Sheep	1,700,156	1,849,527	9,318,347	10,499,515

TOTAL SHIPMENTS*

	June		Six Months Ending June	
	1922	1921	1922	1921
Cattle	701,345	593,196	3,934,239	3,476,756
Hogs	1,113,840	1,143,634	7,625,473	7,616,112
Sheep	777,423	768,324	4,394,452	4,365,812

*Includes stockers and feeders.

STOCKER AND FEEDER SHIPMENTS

	June		Six Months Ending June	
	1922	1921	1922	1921
Cattle	315,057	209,496	1,673,519	1,267,653
Hogs	57,024	33,316	346,252	304,290
Sheep	182,285	88,910	919,945	552,181

LOCAL SLAUGHTER

	June		Six Months Ending June	
	1922	1921	1922	1921
Cattle	1,057,582	1,004,780	5,784,345	5,491,547
Hogs	2,677,105	2,474,402	14,264,187	14,597,398
Sheep	923,522	1,092,512	4,920,124	6,183,875

HIDE MARKET HAS WHOLESOME ASPECT

J. E. P.

HIDE TRADE is healthy, and the leather market is moving up. In every branch of leather manufacture there are signs of increasing activity. Stocks of goods have been reduced until shelves are bare, creating necessity of restocking.

At Chicago native cowhides were selling around 18 cents late in July, and packer stocks were well sold up. As a consequence, packers are not forcing the market, being in an independent position. Tanners still complain of operating at a loss, but they cannot operate without hides, and a rising leather market is distinctly in their favor.

Heavy native steers are selling at 19 cents, heavy Texas steers at 18 cents, and light native cows at 17½ cents. Sentiment is bullish, and further advances are considered certain. Leather imports have gained, and that trade gives considerable promise, while exports of shoes, especially women's, are increasing steadily.

Country hides have not moved with the same alacrity as packers' take-off, but there is a healthy market for extremes at 15 to 15¼ cents and buffs at 13 cents. Foreign hides are reaching Atlantic ports in large quantities—possibly in antici-

pation of a duty, although the interests opposed to a tariff on hides are alert, powerful, and confident.

Both the situation and the prospect are so radically different from a year ago that comment is unnecessary. A duty on hides would undoubtedly have an effect similar to that on wool, but the interests are determined to avert such an outcome of the tariff wrangle, if possible. Eastern papers are running columns of stuff designed to arouse consumers to a popular demand for free hides, the principal argument used being that a tariff will add materially to the cost of shoes and other leather goods. This is a powerful argument with the eastern populace, and is being worked for all it is worth. The propagandists have even gone to the extent of endeavoring to influence the agrarian element by representing that a duty on hides will add materially to the cost of harness.

LIVE-STOCK MARKET QUOTATIONS

Friday, July 28, 1922

CATTLE

	CHICAGO	KANSAS CITY	OMAHA
BEEF STEERS:			
Medium and Heavy Wt. (1,100 lbs. up)—			
Choice and Prime	$ 9.85-10.75	$ 9.60-10.25	$ 9.75-10.40
Good	8.85- 9.85	8.60- 9.60	9.00- 9.75
Medium	8.00- 8.85	7.30- 8.60	7.75- 9.00
Common	6.75- 8.00	6.15- 7.30	6.00- 7.75
Light Weight (1,100 lbs. down)—			
Choice and Prime	9.75-10.65	9.35-10.00	9.50-10.25
Good	8.75- 9.75	8.25- 9.35	8.50- 9.50
Medium	7.90- 8.75	6.85- 8.25	7.50- 8.50
Common	6.65- 7.90	5.35- 6.85	5.50- 7.50
BUTCHER CATTLE:			
Heifers, Com. to Choice	5.15- 8.85	4.50- 8.65	5.00- 9.00
Cows, Com. to Choice	4.00- 8.15	3.50- 6.50	4.00- 7.50
Bulls, Bologna and Beef	4.00- 6.50	3.50- 5.50	3.50- 6.50
CANNERS AND CUTTERS:			
Cows and Heifers	2.75- 4.00	2.25- 3.50	2.50- 4.00
Canner Steers	3.50- 5.25	3.25- 4.25	3.00- 4.25
VEAL CALVES:			
Lt. & Med. Wt., Med. to Ch.	8.50-10.00	6.25- 9.25	7.50- 9.50
Heavy Wt., Com. to Choice	4.00- 7.75	4.00- 8.25	5.25- 7.75
FEEDER STEERS:			
1,000 lbs. up, Com. to Ch.	5.65- 7.75	6.00- 8.25	5.25- 8.00
750-1,000 lbs., Com. to Ch.	5.65- 7.75	6.00- 8.15	5.25- 7.75
STOCKER STEERS:			
Common to Choice	4.75- 7.65	4.50- 8.00	5.25- 7.75
STOCKER COWS AND HEIFERS:			
Common to Choice	3.50- 5.75	3.25- 5.85	3.50- 5.75

HOGS

Top	$10.60	$10.00	$10.10
Bulk of Sales	8.25-10.50	9.25-10.00	7.50-10.00
Heavy Wt., Med. to Choice	9.50-10.00	9.00- 9.80	8.75- 9.65
Medium Wt., Med. to Choice	9.90-10.50	9.75-10.00	9.25-10.00
Light Wt., Com. to Choice	10.40-10.60	9.65-10.00	9.75-10.00
Light Lights, Com. to Choice	10.35-10.50	9.50- 9.95	....
Packing Sows, Smooth	8.25- 8.80	7.50- 7.75	7.50- 8.50
Packing Sows, Rough	7.65- 8.25	7.25- 7.50	7.00- 7.50
Killing Pigs, Med. to Choice	9.50-10.50	....	....
Stocker Pigs, Com. to Choice	....	9.25-10.00	9.00-10.00

SHEEP

LAMBS:			
84 lbs. down—			
Medium to Prime	$12.00-13.00	$10.25-12.75	$11.50-12.65
Culls and Common	8.00-11.75	6.00-10.00	7.25-11.50
YEARLING WETHERS:			
Medium to Prime	8.50-10.85	7.00-10.75	8.25-10.75
WETHERS:			
Medium to Prime	6.00- 8.75	6.25- 8.25	6.25- 8.50
EWES:			
Medium to Choice	3.00- 7.50	5.50- 7.25	4.00- 7.00
Culls and Common	2.00- 3.75	2.00- 5.25	2.00- 4.00
BREEDING EWES:			
Full-Mouths to Yearlings	5.00-11.50	5.75- 9.00	....
FEEDING LAMBS:			
Medium to Choice	11.50-12.50	....	9.25-12.00

WOOL TRADE MARKING TIME

J. E. P.

WOOL TRADE has been going through a dull spell. Some people in the trade consider a revival imminent; others are of the opinion that until something is known concerning the permanent tariff the market will continue in the doldrums. Meanwhile manufacturers are eating into the cheap wools acquired early in the year, before the phenomenal advance occurred. In fact, buying on that account was largely responsible for the bulge, stimulating timely speculation and making possible a clean-up of old wool before the new clip was available.

So far as growers are concerned, there is little interest in what happens in the immediate future, as the major part of the new clip is out of their hands. They are vitally interested, however, in the trend of price events, as affecting not only the 1923 clip, but the market for several years to come. Maintenance of present prices would assure at least a reasonable degree of profit.

July was a dull month, but early August developed moderate activity, indicating either that millmen are down to bare shelves or that they are buying in anticipation of further appreciation. Prices have slipped several cents per pound since the period of abnormal activity, but on the bulk of wool of all grades it has been a 35- to 50-cent market for wool in the grease. Some fine wools, Ohio product, have commanded as high as 55 cents, but this trade is not general.

Strenuous effort is being made by eastern manufacturers and dealers to defeat the 33-cent-per-pound tariff proposition. They are resigned to a high tariff, but are intent on securing concessions. Propaganda has been extensively resorted to for the purpose of arousing anti-tariff sentiment among producers, the stereotyped style of prevarication being required to work overtime. Consumers are assured that a 33-cent tariff means the addition of $3 to $5 on the cost of a suit of clothes, and the emergency tariff is blamed for current cost of clothing. How far this will get the clothing people remains to be developed, but they will undoubtedly use any tariff as an excuse for pyramiding cost of their output.

The world's wool situation is strong. B. W. R. A. stocks in Australia and elsewhere have been whittled down, Germany is a free purchaser of low-grade wools right along, clothing stocks have been cleaned up, and a rising tide of industrial prosperity will naturally increase the purchasing capacity of the masses. The bugaboo of big stocks can no longer be used to hammer the market, and, if a bare-shelf, hand-to-mouth basis develops, no concern as to the future of the wool market need be entertained. If present prices are not legitimate, most of the trade opinion available is worthless.

During the past twelve months an enormous quantity of wool has disappeared. Sales of Australian and New Zealand wool during the nine-month period from July, 1921, to March, 1922, were 278,000 bales greater than production during the same period. Surplus stocks in South America practically disappeared during that period. The average pre-war production in North and South America, British South Africa, Australasia, and Europe was 2,273,399,000 pounds, while production in those countries in 1921 was 1,870,682,000 pounds—a decrease of 18 per cent. Manufacturers and dealers are evidently of the opinion that the emergency tariff rate will not be maintained by the permanent tariff now under construction; otherwise they would not have accumulated an enormous quantity in bond. During the five-month period January to May the stock of clothing wool in bond increased by 15,112,000 pounds, and that of combing wool by 59,142,000 pounds, only a small proportion of imports during that period having been entered for immediate consumption, which would have made them subject to the rates imposed by the emergency tariff.

REVIEW OF EASTERN MEAT-TRADE CONDITIONS

For Week Ending Friday, July 28, 1922

GENERAL MARKET CONDITIONS

Demand for fresh meats was not sufficient to keep stocks moving, and prices were generally lower than at the close of the previous week. Trade was slow throughout the week, and supplies accumulated, with retailers buying only for immediate requirements.

BEEF

Receipts at Boston were considerably lighter than the previous week, but liberal elsewhere. Good and choice grades of steers were not plentiful, but were neglected in favor of poorer grades, as prices were given more consideration than quality. Forequarters, chucks, and rattles were in better demand than the previous week, and relatively firmer in price than other cuts. Cows were mostly of medium and common grades, and found a limited outlet at weak-to-lower prices. Compared with the previous Friday, steers were steady at Boston, unevenly $1 to $3 lower at New York, and $1 to $2 lower at Philadelphia; cows were weak to 50 cents lower at Boston, $1 to $2 lower at New York, and $1 lower at Philadelphia. Receipts of bulls were light, prices closing around $1 higher at Boston, steady at Philadelphia, and 50 cents to $1 lower at New York.

VEAL

The veal market opened fairly strong, but declined later in sympathy with other classes at New York and Philadelphia. At Boston, where the supply of both western dressed and local slaughter was light, prices held fairly steady. Compared with the previous week, Boston was steady, New York $2 to $3 lower, and Philadelphia $2 to $4 lower.

LAMB

The lamb market showed daily declines on all grades, after opening firm to higher. Receipts were fairly liberal, but supplies accumulated, due to the poor demand. Some lambs were put into the freezer. Compared with the previous Friday, Boston was $2 to $3 lower, New York $1 to $3 lower, and Philadelphia $1 to $2 lower.

MUTTON

Bulk of the moderate receipts of mutton were of undesirable weights, and the market dropped in sympathy with the lamb market. Trade was practically at a standstill, and most sales were forced. Compared with the previous week, Boston was $2 to $3 lower, New York and Philadelphia $2 to $4 lower.

PORK

Fresh light loins were scarce and relatively firmer in price than other averages, due to a better demand. Prices were very uneven on all averages. Receipts of fresh loins were light, but there was an ample supply of frozen. Compared with the previous Friday, Boston was steady to $1 higher, New York mostly $2 to $4 lower, Philadelphia steady to $1 higher on light loins, with heavies $1 to $2 lower.

CLOSING WHOLESALE PRICES ON WESTERN DRESSED FRESH MEATS

For Week Ending Friday, July 28, 1922

BOSTON

BEEF		LAMB AND MUTTON	
STEERS:		LAMBS:	
Good	$14.50-15.50	Choice	$25.00-27.00
Medium	14.00-14.50	Good	23.00-25.00
Common	12.00-13.00	Medium	18.00-22.00
COWS:		YEARLINGS:	
Medium	11.50-12.00	Medium	14.00-16.00
Common	10.50-11.50	Common	12.00-14.00
BULLS:		MUTTON:	
Medium	9.00-10.00	Medium	11.00-14.00

NEW YORK

STEERS:		LAMBS:	
Choice	$15.00-16.00	Choice	$23.00-24.00
Good	14.00-15.00	Good	22.00-23.00
Medium	11.00-13.00	Medium	20.00-21.00
Common	8.00-10.00	Common	16.00-19.00
COWS:		YEARLINGS:	
Good	11.00-12.00	Good	16.00-17.00
Medium	9.00-11.00	Medium	15.00-16.00
Common	8.00- 9.00	Common	14.00-15.00
BULLS:		MUTTON:	
Good	10.00	Good	13.00-15.00
Medium	9.00-10.00	Medium	10.00-11.50
Common	7.00- 8.00	Common	8.00- 9.00

STORAGE HOLDINGS OF FROZEN AND CURED MEATS

BELOW IS A SUMMARY of storage holdings of frozen and cured meats on July 1, 1922, compared with July 1, 1921, and the average holdings on July 1 for the last five years, as announced by the Bureau of Agricultural Economics (in pounds):

	July 1, 1922	July 1, 1921	Five-Year Average
Frozen beef	31,705,000	76,523,000	119,690,000
*Cured beef	19,072,000	19,697,000	26,589,000
Lamb and mutton	3,744,000	8,714,000	5,423,000
Frozen pork	128,577,000	182,163,000	143,404,000
*Dry salt pork	186,215,000	250,752,000	333,706,000
*Pickled pork	392,854,000	366,346,000	395,522,000
Miscellaneous	54,895,000	85,207,000	86,158,000
Totals	817,062,000	989,402,000	1,110,492,000
Lard	154,826,000	204,301,000	138,563,000

*Cured and in process of cure.

FEEDSTUFFS

PRICES FOR COTTONSEED PRODUCTS have declined sharply during the past sixty days. At Texas common points cake and meal of 43 per cent protein content were at the beginning of August selling for $38 per ton, compared with $32 at the same time a year ago. Old cake is practically all gone. Cotton production in this country for 1922 is below the average.

Prices for hay have suffered a decline, as usually occurs at this season of the year. At Kansas City, August 2, the market was as follows: prairie, No. 1, $10.50 to $11.50; No. 2, $9 to $10; No. 3, $6 to $8.50; packing, $4 to $5; alfalfa, choice, $17 to $19; No. 1, $15 to $16.50; standard, $13 to $14.50; No. 2, $11 to $12.50; No. 3, $8.50 to $10.50; timothy, No. 1, $14 to $15; standard, $12 to $13.50; No. 2, $10.50 to $11.50; No. 3, $8.50 to $10; clover, mixed, light, $14 to $14.50; No. 1, $11.50 to $13.50; No. 2, $8.50 to $11; clover, No. 1, $10 to $12; No. 2, $6 to $9.50; straw, $7.50 to $8.

TRADE REVIEW

CATTLE SHIPMENTS INCREASING

J. E. P.

THE HALF-YEAR SUPPLY of live stock at the sixty-seven markets included in the federal enumeration showed a substantial increase in cattle compared with the corresponding period of 1921, a small increase in calves, a considerable shrinkage in hogs, and a heavy curtailment in sheep and lambs. Percentage increases were 8.4 in the case of cattle and 8 in the case of calves. The decrease in hogs was 1.6 per cent and in sheep 11.2 per cent.

Receipts of cattle and calves at the sixty-seven markets aggregated 9,773,199, or 757,218 in excess of the 1921 run during the first half of the year. Of these, 1,673,519 found the stocker outlet—an increase of 405,806, or 32 per cent; but the figures are misleading, a large percentage of the countryward movement representing cattle taken out during January, February, and March for a quick turn on corn, involving considerable double counting, as they returned to the market, fat, in periods of from sixty to ninety days later. Accepted in a literal sense, cattle-supply figures for the first half of the year would discredit the contention of an impending cattle shortage. It was this heavy feeder movement that propped the price list at a critical stage, especially during February and March, when beef demand was not equal to absorbing the entire crop. But for cheap corn, this performance would have been impossible.

Increase in calf receipts merely reflects extension of the dairy interest, which is steadily crowding cattle-feeding out of large sections of Illinois and Iowa. In fact, northern Illinois and eastern Iowa are already definitely in the milk-production belt. There is a prospect, if not certainty, however, that dairying will be overdone. During the past six months cattle-feeders have had the edge on the man at the milk-pail, the latter facing heavy loss in consequence of depreciation in herd values. Making milk under the high-pressure system necessitated by modern dairying is no less hazardous than beef-making. The great bulk of the 2,778,066 calves reaching the sixty-seven markets during the first half of the year—206,721 more than during the corresponding period of 1921—were dairy-bred, worthless for beef purposes, but constituting a valuable addition to the national food supply. Veal is popular, and it is possible that the supply of that meat might be materially increased by sending scrub calves to the shambles—calves that can never be economically matured—thereby holding down the volume of common beef that gluts the market every summer and fall, to the detriment of producers of good cattle.

The half-year hog run aggregated 21,881,010, or 350,323 less than last year. This will probably be remedied before the end of the year. The stock-hog movement increased from 304,290 in 1921 to 346,252, or 13.8 per cent; the figures indicating its infinitesimal volume compared with total production.

Only 9,318,347 sheep and lambs reached the sixty-seven markets during the six months, or 1,181,168 less than the previous year, while the feeder movement increased from 552,181 to 919,945. The decrease in supply was 11.2 per cent, in slaughter 20.4 per cent, and the increase in the feeder movement 66.6 per cent. Reduction in slaughter explains the active high dressed market right along, supply having been reduced to a point where it actually ran behind consumption requirements. But for the Texas drought and activity in speculative feeding circles when the market began aviating, it is probable that the half-year decrease would have been another million head.

EXPORTS OF FOODSTUFFS

THE OUTSTANDING FEATURE of the export trade in American breadstuffs for the fiscal year ending June 30, 1922, as compared with that of the previous year, has been the very marked increase in exports of coarse grains—barley, corn, and oats—accompanied by a decrease in exports of both rye and wheat. The increase in exports of coarse grains, especially corn, is no doubt due to the relatively low price of these commodities in the United States, making it possible for Europeans, not only to substitute these grains to a greater extent in human food, but also to import them as stock feed. The exports of corn were practically three times as great as for the previous fiscal year, due in large part to the extensive use of corn in relief work.

The more important meat products show a marked increase in exports for the past year, this being especially true of hams, shoulders, lard, and oleo oil.

The total value of foodstuffs exported, however, is considerably decreased, due largely to lower prices. The value of the principal foodstuff products amounted to $780,000,000 in 1922, against $1,335,000,000 in 1921.

The figures for June and the fiscal year ended June, 1922, with comparisons for the corresponding periods in 1921, follow:

GRAINS

(Bushels)

Articles	June		Twelve Months Ended June	
	1922	1921	1922	1921
Barley	1,152,602	1,371,653	22,400,393	20,457,198
Corn	11,670,472	11,834,823	176,409,614	66,911,093
Oats	6,507,350	228,273	15,767,264	4,302,346
Rye	4,953,468	2,439,032	29,903,602	45,735.052
Wheat	14,006,299	25,235,351	208,321,091	293,267,637
Totals	38,290,191	31,108,132	452,801,964	420,673,316

MEAT PRODUCTS

BEEF PRODUCTS

(Pounds)

Articles	June		Twelve Months Ended June	
	1922	1921	1922	1921
Beef, canned	236,766	164,327	3,738,486	10,762,986
Beef, fresh	214,427	167,318	3,996,049	21,084,203
Beef, pickled, etc.	2,566,966	2,004,136	26,792,124	23,312,856
Oleo oil	12,283,618	9,951,967	117,174,260	106,414,800
Totals	15,301,777	12,287,748	151,700,919	161,604,845

PORK PRODUCTS

(Pounds)

Articles	June		Twelve Months Ended June	
	1922	1921	1922	1921
Pork, fresh	2,096,065	2,071,244	25,911,083	57,075,446
Pork, pickled	3,005,883	3,337,759	33,516,746	33,286,062
Bacon	24,067,391	35,011,966	350,548,952	489,298,109
Hams and shoulders	31,553,329	18,536,898	271,641,786	172,011,676
Lard	57,249,301	67,655,666	812,379,396	746,157,246
Neutral lard	1,708,136	2,237,326	19,572,940	22,544,303
Sausage, canned	184,722	161,660	1,963,548	4,429,723
*Lard compounds	1,496,891	4,900,235	30,328,176	42,155,971
*Margarine	110,384	103,448	1,989,421	6,219,165
Totals	121,472,102	134,016,202	1,547,853,048	1,573,169,703

*Includes vegetable fats prior to January 1, 1922.

OUR FOREIGN COMMERCE IN JUNE

BOTH EXPORTS AND IMPORTS in June showed unexpected increases over the May figures. Exports were the heaviest since October of last year, and imports the largest since December, 1920.

Our total foreign trade for the fiscal year ending with June showed the smallest volume of any year since the prewar period. Exports fell 43 per cent and imports 29 per cent below those of the previous year, and 53 and 50 per cent, respectively, below the high points reached in 1919-20.

Below are shown the aggregates for the month of June and the twelve months ending with June, together with comparisons for the previous fiscal year:

	June		Fiscal Year Ending June	
	1922	1921	1922	1921
Exports	$334,000,000	$336,898,606	$3,770,220,971	$6,516,510,033
Imports	260,000,000	185,689,909	2,607,618,110	3,654,459,346
Excess of exports	$74,000,000	$151,208,697	$1,162,602,861	$2.862,050,687

WAR FINANCE CORPORATION LOANS EXCEED ONE-THIRD BILLION

A SUMMARY of the operations of the War Finance Corporation up to the close of the fiscal year ending June 30, 1922, has been issued by the managing director, Eugene Meyer, Jr. According to this statement, when the corporation resumed its activities in January, 1921, outstanding loans totaled $111,139,436. Since that date additional loans aggregating $363,538,728 have been authorized, of which amount $53,324,255 was for assistance in financing exports and $310,214,473 in aid of agriculture and the live-stock industry. Of these approved loans, $289,201,485 represented advances to banking and financial institutions, including live-stock loan companies, $64,654,634 advances to co-operative marketing associations, and $9,682,609 advances to exporters. Actual disbursements till June 30 totaled $284,874,582—$38,604,051 for export and $246,270,531 for agricultural and live-stock purposes.

Repayments of all loans since January, 1921, amounted to $158,956,291, distributed as follows: $42,531,559 on loans made under the war powers of the corporation, $35,635,543 on export loans approved prior to January, 1921, $33,133,580 on export loans approved subsequent to that date, and $47,655,609 on agricultural and live-stock loans. Loans actually outstanding on June 30, 1922, totaled $237,057,727.

Yugoslavia Exporting Much Meat

Yugoslavia is becoming a factor of increasing importance in the meat supplies of southern and central Europe, where her low exchange puts her at an advantage over competitors. Germany is taking large quantities of pork products.

Government Control of Argentine Packing Industry

A draft of a bill has been submitted to the president of Argentina by the minister of agriculture, under which the chief executive would receive authority from Congress to rent, purchase, construct, and expropriate meat-packing and freezing-plants in Argentina whenever he may consider such measures necessary to afford relief to stock-breeders. According to the provisions of the proposed measure, such establishments as might be built or taken over by the government would kill a certain proportion of each ranch-owner's stock for which there was no market in his immediate district, and would act as sole intermediary in placing meats and by-products in home and foreign markets.

FOREIGN

ARGENTINE LIVE-STOCK SITUATION

BY JOHN G. KIDD

[Special Correspondence to The Producer]

BUENOS AIRES, July 5, 1922.

THE MONTH OF JUNE marked something in the nature of a record in regard to bad weather. Rains were almost continuous throughout the month, which ended with one of the worst storms experienced in many years. The low-lying districts of the capital were flooded out, and hundreds of families were rendered homeless. The material damage done in Buenos Aires created considerable local consternation, but it is no exaggeration to state that the losses suffered by the cattle industry were even greater. Vast stretches of grazing land were flooded over. As a result, grazing conditions have seriously deteriorated, and, in the districts chiefly affected, stock has fallen back into low condition.

As for the general state of the cattle market, it is pleasing to note that, although the recent daily average of entries at the Mataderos market has been very heavy, prices have improved for all classes of cattle, the demand continuing very keen. The improvement applies mainly to the prices paid in the middle of June, when, after the departure of three or four boatloads of meat, there was a distinct slackness. At the time of writing, however, the condition of the market is better than when I last wrote. A month ago, moreover, the entries of steers were not averaging more than 2,800 a day. During the past week the average has been over 3,500, with corresponding increases for other grades of cattle. Early in July two lots of very special Aberdeen-Angus cows were sold at $41 U. S. per head (at the current rate of exchange), this being the highest price paid for cows at Mataderos for over a year. A special lot of steers was sold at $63 U. S. per head, this also being the highest price paid at Mataderos for a very long time.

As far as the fundamental position of the live-stock industry is concerned, there are yet many handicaps to be overcome. The sore financial straits of the majority of cattlemen have hindered their purchases of suitable sires for the improvement of their stock. The resultant degeneration, and the general neglect which, under the stress of discouraging conditions, has overtaken the herds of the less courageous breeders, must sooner or later be reflected in the average standard of quality of this country's cattle. The Rosario Rural Society recently took a very laudable initiative, intended not only to overcome the trouble just referred to, but also to insure the success of the forthcoming exhibition to be held under the auspices of that organization. Several prominent banks were approached on the question of whether they would be willing to advance loans for the purchase of pedigree cattle at the show. Satisfactory facilities have been offered by one of the leading institutions, the price of the animals to be repaid by the purchasers in seven payments extending over eighteen months, at interest of 7 per cent. This, it may be pointed out, is a new departure in this country.

One of the topics of main interest in live-stock circles is the *ad referendum* contract recently drawn up between the meat-trade commissioner sent to Germany to study market conditions for Argentine live-stock and live-stock products in central Europe, and a German syndicate controlled by Stinnes, the noted German capitalist. The contract embodies a scheme

of barter whereby the Argentine government undertakes to supply annually a minimum of 50,000 live cattle of *frigorifico* type and 60,000 tons of meat of the continental type. As to the other side of the deal, it is provided that when an order is given the prices shall be fixed in gold pesos. However, payments will not be made in cash, but in merchandise.

Exactly how the undertaking is to be carried out in actual practice is not more than vaguely understood, and it has even been questioned whether the government, let alone the commissioner, has the authority to enter into such an agreement without the prior consent of Congress. There is considerable local skepticism on many points. One of the main questions is whether it would be fitting for the government to assume a purely commercial function. Another point which has not been made clear is under what conditions payment would be made to those furnishing the live stock. However, it is understood that the commissioner will leave Europe in about ten days, and on his arrival in Buenos Aires he is apt to enlarge upon the scheme. The object of his return is primarily to report to the government with regard to the outcome of his mission. Meanwhile, meat trade is being done with Germany on a small scale. A shipment of 1,500 tons of meat, continental type, has recently gone to Hamburg. Shipments of live cattle to Belgium are also on the increase, and the prospects for further developments in this line are encouraging.

Government decrees were recently issued authorizing all the principal railways to increase their tariffs in accordance with the finding of a technical committee created after the matter had been threshed out between representatives of the roads and of the commercial and industrial interests of the country. The increase works out at an average of 17 per cent, but live stock is fortunately excluded. Even the present level of tariffs, however, is positively ruinous to the small stock-raiser. On a recent shipment of nine hogs over a distance of around thirty miles, a small breeder was required to pay freight and haulage charges amounting to the rough equivalent of $20 U. S.

I have previously referred to the enormous possibilities of the hog-raising industry in Argentina. The principal breeders recently formed themselves into an organization, which soon after its formation was called upon to handle a problem that presented some serious difficulties. Owing to the faulty accommodations for hogs at the Mataderos market, which is under the control of the municipality of Buenos Aires, the packers threatened to withdraw from the market. The long distance over which the hogs have had to be driven from the freight cars to the overcrowded pens and back, their contact with cattle in the run-ways, etc., caused serious losses to buyers. The association made strong representations to the municipality, and plans are now being studied for the provision of adequate facilities for the handling of hogs.

LIVE-STOCK INTERESTS IN AUSTRALASIA

BY A. C. MILLS

[*Special Correspondence to The Producer*]

MELBOURNE, June 19, 1922.

THE BEEF-EXPORT SEASON has at last got fairly under way. Of the thirteen packing-houses in the State of Queensland, eleven are handling cattle at the time of writing, although it must be confessed that only three or four are killing with anything like full boards. The figure that shippers are paying for prime bullocks is such that graziers are not swamping the works with fats. A year ago—or, for that matter, at any previous time in the last decade and more—current prices would not have been seriously considered, but many are finding that circumstances alter the case, especially when they happen to be reduced circumstances.

Prices have been revised slightly since last writing, and packers in the southern districts of the state are now buying on the basis of $3.24 per 100 pounds, dressed weights, for first-quality beef, $2.40 for seconds, and $1.20 for rejects (used for canning), exclusive of the federal government subsidy. The price in the north ranges from $2.82 to $2.94 per 100 pounds for first quality, with seconds at $2.22 to $2.32, and rejects up to 82 cents, inclusive of the subsidy. As may be surmised from the foregoing quotes, the government has adopted a scheme which includes alternative methods of payment of the subsidy. In one case the packer pays the grower a price which excludes the subsidy, and, on weights being ascertained, issues a certificate to the seller, who then collects the amount from the government. The alternative is a mutual arrangement between buyer and seller by which the former pays a rate that, to the satisfaction of the latter, includes the subsidy. The amount is then collected by the exporter.

The subsidy represents ½ cent per pound on all beef actually exported, and, as an average of only about 80 per cent of the dressed carcass is shipped, it really works out at 40 cents per 100 pounds. Add this 40 cents to the $3.24 which packers are paying for the primest beef in the south, and we have an idea of what the man who reared the cattle is receiving. On the basis of a beast killing and dressing 700 pounds, it works out at $25.48 delivered at the abattoirs. In the north it is $19.74, which for a man in the back country, who has heavy railroad freights and droving expenses to pay, cannot nearly cover cost of production. As previously hinted, it is only due to the fact that owners must realize some of their stock that any is coming into the freezing-works. In this latter connection, it is not necessarily finance that is forcing realizations. Many of the Queensland runs are stocked beyond the limits of safety at the present time, and, with a drought threatening, as it is in parts of the west, breeders are obliged to reduce their holdings.

Unfortunately there does not appear to be any immediate prospect of the beef position improving. The price that packers are paying is governed mainly by what they can sell their output for. Today Australian sides are fetching 7½ cents per pound on the English market. The beef is costing, on an average, 3 cents, while sea freight and expenses in treating it and marketing are over 4 cents per pound. Even allowing for the value of the by-products, this leaves a very narrow margin for overhead charges and market fluctuations. Advices received in Australia show that South American interests are still following their, from our point of view, insane policy of flooding the British markets with chilled beef. So long as this continues, values of the frozen article are bound to be depressed. This state of affairs is being accentuated by the amount of unemployment and lessened purchasing power of consumers on the other side.

The unsatisfactory outlook of the meat-export industry generally was considered at length at the annual conference of the Graziers' Federal Council, held at Adelaide the middle of last month. A motion was passed favoring the appointment of federal and state meat boards by stock-owners' organizations. The boards are to hold such power as would enable them to carry into effect measures to develop and stabilize the industry in Australia, and help it to compete with other meat-producing countries. It is understood that the proposal is that the boards shall be financed by a small levy on stock; also, that the funds so raised be used to send special representatives to the East to develop trade. Another suggestion is that the levy be utilized in part in the formation of companies for the handling and distribution of meat.

I may mention that one of the original conditions laid down by the federal government in connection with the beef

subsidy was the formation of a meat board, with objects somewhat similar to those set out above. However, it was found that such a board was not practicable, and the condition was waived. Whether anything will come of the new proposal remains to be seen. Apparently legislative sanction would be necessary to raise a levy on stock, and it is open to question if any Australian government would give that now. They are tired of pools and boards and of all that appertains thereto. I believe that the majority of producers are, too, for that matter.

It will not be out of place to point out that there is a meat board in New Zealand, which has been given very wide powers by the government. These include power to pool, sell, and otherwise take control of all meat treated for export in the dominion. It is an interesting commentary on the Australian proposals to note that the most important step taken so far is to impose a levy on meat exported, and the next to obtain a reduction in beef freights. The latter was effected in Australia without the instrumentality of any expensive board, and the former is so far only being used to maintain a staff of semi-civil servants.

Seasonal conditions in Australia are somewhat mixed. Normal dry winter weather is being experienced in the tropics, and, on the whole, the country there, which is mostly devoted to cattle-raising, is carrying good feed. Traveling south, a large portion of southern Queensland and northern New South Wales is abnormally dry, and stock-owners are having a difficult time. This is not so much on account of lack of feed as of lack of surface water. Practically all the southern section of the continent is in good heart. The winter rains have perhaps been lighter than usual, but sufficient have fallen to assure a good growth of grass for the time being. The lambing throughout the south promises to be excellent, and stock is keeping in the best of condition.

The live-stock markets are firm, and with an upward trend in some cases. This applies particularly to the southern states, where sheep and lambs are selling at higher prices than they have been for over a year. Cattle values are still low in Queensland and New South Wales, although there has lately been a rise in Brisbane for lines bought for home consumption.

The following are last week's quotations, at per head, in the various municipal sales-yards specified: Melbourne—prime fat bullocks, $62.50 to $70; extra heavy, to $82; good handy-weights, $52.50 to $60; fat cows, suitable for the block, $40 to $57.50; prime cross-bred wethers, $6.75 to $7.70; ditto ewes, $5.50 to $6.50; prime Merino wethers, $7.20 to $8; ditto ewes, to $6; best fat lambs, $6.25 to $7. Sydney—prime weighty bullocks, $40 to $41.25; extra ditto, to $50; medium-weight bullocks, $35 to $40; prime cows, to $25; fat cross-bred wethers, $5 to $5.50; ditto ewes, to $4.40; best Merino wethers, $4.80 to $5.40; ditto ewes, to $4.80; fat lambs, to $6.25. Brisbane—prime bullocks, for the local trade, $30 to $35; extra heavy, $39; medium-weights, $25 to $29.

The exports of frozen meat from Australia to all ports during May totaled 32,500 quarters of beef and 282,000 carcasses of mutton and lamb. Shipments from New Zealand in the same month were 8,560 quarters of beef, 521,000 carcasses of mutton, and 750,000 carcasses of lamb. Most of the packing-houses in New Zealand have now closed down for the winter, sectional strikes amongst employees having caused a number in the South Island to shut earlier than anticipated. The trouble was brought about by the Arbitration Court reducing wages of hands $1.20 a week, in accordance with the fall in the cost of living. However, as the season would not in any case have lasted more than about a month longer, the cessation will not cause any particular hardship except to the men themselves.

CANADA WORRYING ABOUT STOCKER MARKETS

J. E. P.

CANADA is clamorous for admission of her stock cattle to this market free of duty. She made one grand mistake in 1776 when she declined to come into the Union; she made another when she turned thumbs down to the Taft reciprocity proposition, for which the late Champ Clark, of Missouri, was largely responsible when he afforded Canadian politicians an opportunity to shake the bogy of annexation at their constituents. Be that as it may, the Canadian cattle industry is in a "dern bad fix" at this moment. The British government has practically rejected the plea of admitting Canadian stockers to England and Scotland, and the Canuck is knocking at the gate of this market somewhat frantically, as it is a last hope.

Some of the biggest guns in the Dominion, politically and in a production sense, have been on the job. Duncan Marshall came in person to Chicago, and went thence to Washington to further the movement; and the premier made a trip to the capital. There is little sentiment favoring free admission of Canadian stockers, however, even in the Corn Belt, where feeders are both scarce and high in price, and where Canadian cattle have earned an enviable reputation as "good doers." Montana might be benefited by access to Alberta stockers, but is making no effort to bring it about.

Some Canadian cattle, mostly stockers, have reached Chicago and St. Paul so far this year, to sell at $4.50 to $6.50. This represents about $3 per cwt. for good cattle at Calgary, and it is a cinch that they cannot be produced at that figure. Last year Canadian shippers had the benefit of an adverse exchange rate, which paid a large percentage of the running expense; but the Canuck dollar has meanwhile acquired practically the same value as the American.

Canada's cattle industry cannot thrive without access to the American market—its logical outlet. Canadian development has been along political instead of geographical lines, and the region west of the Red River is paying a logical penalty. Water still refuses to run up-hill.

LIVE STOCK IN CHINA

WITH A STABILIZED CHINA as a potential factor in the world's meat-export trade, reliable statistics as to the live-stock supplies of that country would be of value. Such statistics it has hitherto not been possible to obtain. Censuses, in the occidental sense, are altogether unknown. Attempts at estimates have been made from time to time—with what degree of accuracy we can only surmise. The latest figures, purporting to be from an official Chinese source, are given publicity by the Bureau of Agricultural Economics at Washington. They date from the years 1914, 1915, and 1916, and are as follows:

	Cattle	Hogs	Sheep
1914	21,997,000	76,819,000	22,186,000
1915	22,886,000	60,246,000	23,905,000
1916	15,973,000	44,711,000	22,232,000

How large a part of the heterogeneous and incohesive elements making up the Chinese republic is covered by these figures does not appear. It may, however, be taken for granted that neither Tibet nor Eastern Turkestan is included. From an export point of view, this, of course, is immaterial, since only China proper, and possibly Manchuria, will ever be of any importance in that respect. The notable fact brought out by the figures is the striking diminution in the cattle and swine population in the short space of two years. From what we know of conditions in China, it seems likely that this movement has continued, and that the present supplies have fallen considerably below even the 1916 numbers.

ROUND THE RANGE

A SIBERIAN DEER FARM

A year spent in northern Russia, near the Arctic Circle, and another in eastern Siberia, close to the frontiers of Manchuria and Korea, in connection with the relief work carried on by the United States, have given an American observer unusual opportunities for studying those distant countries and their interesting people. Of his sojourn in Siberia, Dan O. Lively tells in the *Breeder's Gazette* of recent date. He had heard so much of the famous Yankovsky Farm, on Amur Bay, that one day in November he decided to visit it. With a few companions he made his way up the bay, just before it froze over. What he saw surpassed even his expectations.

The Yankovsky Farm is beautifully situated on wooded slopes near the sea. It contains 30,000 acres. The dwelling-house, of castle-like appearance, has thirty-five rooms, including a theater, where Mrs. Yankovsky, a former actress, assisted by her family, regularly stages plays. The immediate family comprises thirty people, and the number of employees ranges from sixty to two hundred, according to the season.

Mr. Lively describes the charming home life of this typical Russian family of the better class. The farm is operated on the most modern lines. There are 350 horses, half of them pure-breds; a fine collection of Holstein-Friesian cows, Yorkshire hogs, sheep and goats, and a regular menagerie of all sorts of fowls and fur-bearing animals, tended by Korean retainers, who also cultivate the immense fields of root crops.

One of the many activities of the farm is the catching and pickling of herring, for which there is an unlimited market at the seaport of Vladivostok. But the chief industry is the raising of deer. In an inclosure of 5,000 acres, surrounded by a ten-foot woven-wire fence, are kept on hand never less than 3,000 deer, all of one variety—white-tailed and spotted.

The deer, we read, "live under normal conditions. Each year when the bucks' horns are good 'in the velvet,' just before the blood begins to recede and the horns begin to dry, preparatory to shedding, a great hunting season is inaugurated. July is the month. Every member of the family can shoot, and there are few misses. Men, women, girls, and boys go out on the farm, camp out like regular hunters, and kill the older bucks. Their horns are at once removed and sent daily to headquarters, where they are hung in an artificially heated outbuilding, built like a hop-dryer. Horns that are shed in the regular course of deer life are valueless, but the green horns, removed at the proper time and properly dried, are in great demand by the Chinese, who come to the farm to make their purchases.

"The average price of deer horns is $250 per pair. The highest price ever obtained was $500 for an extra-fine pair of horns. The yearly output of deer horns of the Yankovsky Farm is $25,000. The Chinese grind them up and sell the powder for medicine. Counting first cost, by the time this deer-horn powder gets to the ultimate consumer it must carry a price like unto radium. The horns of the black-tailed deer, with rougher surface, are salable to the Chinese, but they bring a lower price. What particular disease this deer powder is alleged to be good for, according to Chinese medical lore, I was unable to ascertain; but the fact that the demand holds good year after year is at least an encouragement, not only for this enterprise, but for others on a smaller scale to engage in the business."

Manchuria is notorious for its brigands, and "it must not be understood that all is beer and skittles on the Yankovsky Farm. Close to the frontiers of

Manchuria and Korea, the estate is within the sphere of the Hunhoozes, the nomadic bandits whose maraudіng has been a feature of the life in this country for years. The tribute levied by the Hunhoozes has been taken into account by some of the successful business concerns of this section, that have found it cheaper to pay than to fight. Not so the Yankovsky people. They can muster about 100 rifles, and do not wait for an attack. If the word comes that a band of these ruffians has been seen approaching anywhere within a day's ride, there is a hurried call to arms, and the home defense guard goes out to find them. Mounted on better horses, armed with modern rifles, and backed by righteousness, the defenders make short work of these cut-throats, who, from less belligerent concerns, demand and receive pay, capturing, carrying off, and holding for ransom members of the force or family, if their demands are not met."

In these sorties against the robber bands, as well as in the hunts, all members of the family take part.

"The youngsters, girls and boys, have their own horses and guns. They are hard riders, straight shooters, and enjoy rugged health. The women all wear riding-breeches throughout the day, and it is a transformation to witness their change into modern female dress when a theatrical evening is given.

"I gathered the opinion during my short visit that this family enjoys life to the full. All those of age have seen the world and encircled the globe. My host, Yankovsky, spent nearly two years in America, chiefly in Texas and Illinois, where he gathered information on farming and the care of animals. They maintain a high degree of culture, and city life has no temptation for them."

DAIRY INDUSTRY IN 1921

Total production of milk in the United States during 1921 was 98,862,276,000 pounds, as estimated by the Department of Agriculture. This represents a large increase over 1920, when the production was only 89,658,000,000 pounds. In 1921, 1,705,438,000 pounds of creamery and farm butter were manufactured, against 1,539,077,000 pounds in 1920. Production of cheese, on the other hand, decreased from 362,431,000 pounds in 1920 to 355,838,000 pounds in 1921.

Of the output of whole milk in 1921 it is estimated that 45.7 per cent was consumed for household purposes (1.08 pints daily per capita), 47 per cent was used for manufacturing purposes, 4.3 per cent was fed to calves, and 3 per cent was wasted.

Milk cows on farms are estimated to have increased by 434,000 head during 1921—or from 23,594,000 to 24,028,000. In addition, milk cows not on farms on January 1, 1922, were estimated to number 1,250,000.

HOG-RAISERS SHOULD PLOW UP BARN LOTS

Hog-raisers may accomplish two desirable results by plowing up the barn lots at least once a year, says the Department of Agriculture. In the first place, hogs need good, succulent pasture as much of the time as possible, and, in the second place, they need protection against internal parasites, such as roundworms, the eggs of which remain in the soil. Turning over the soil in the lots helps to get rid of the pests, and the crop of forage makes it a profitable operation. In addition to providing cheap protein feed, pasture crops aid as a laxative and compel the hogs to take a certain amount of exercise, which is necessary to breeding animals and growing pigs.

BOOK ON HOG-RAISING

In "Progressive Hog-Raising," Edward N. Wentworth and E. R. Gentry, of the Bureau of Agricultural Research of Armour & Co., discuss exhaustively and interestingly every phase of the hog industry from the birth of the pig to the marketing of the carcass. "The Place of the Hog on the Farm," "Breeds of Hogs," "Swine-Breeding," "Diseases of Swine," "The Swine Industry," "Hog Prices," "Types and Market Classes of Hogs," and "Marketing Hogs" are some of the chapter headings. The pamphlet has eighty-eight pages, is copiously illustrated, contains a wealth of statistical material, and should prove an invaluable source of information to every producer of hogs or anyone having to do with hogs in any way.

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